The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8534 宣統三年四月初一日 SATURDAY, APRIL 29 1911 禮拜六 香港英四月廿九號

$36 per Annum. Single Copy 10 Cents.

SPECIAL TELEGRAMS.

ANGLO-AMERICAN ARBITRATION.

GUILDHALL MEETING.

[The "Telegraph" Correspondent.]

London, April 28, 5.35 p.m.

Mr. Asquith (Prime Minister) and Mr. Balfour supported the Anglo-American arbitration meeting at the Guildhall.

Resolution Passed at Great Guildhall Gathering.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, 29th April, 6.50 a.m.

The Lord Mayor of London presided at a great representative meeting which was held at the Guildhall.

A resolution was passed in favour of Anglo-American arbitration. The Premier, Mr. H. H. Asquith, moved the resolution, while Mr. A. Balfour seconded it.

WISDOM WHILE YOU WAIT.

Mr. Winston Churchill, M.P.—There is so much London that one sometimes wonders where the rest of the country is to come in.

Lord Howard de Walden:—Everyone should be induced to read Shakespeare; but forbidden to talk about it.

Mr. G. W. Bishop.—People like equality; it has always been the dream of the best men, and that means that the worst have a leaning to it.

Mrs. Cope.—Chivalry is not confined to men: women have learnt to stand by each other.

Dr. Max Meyerfeld.—The English reading public is as greedy for heart-breaking rubbish as a child for lollypops.

Mr. A. D. Steel-Maitland, M.P.—Social and industrial life needs re-organising: the Poor Laws are a monstrosity.

Sir John Kirk.—The craze for luxury and extravagance is not confined to any one class of society; the poor are influenced by it as well as the rich.

Mr. Arthur Farwell.—Genius is quick to accept what it likes, and equally quick to throw off that which does not concern its sympathies.

THE MONGOLIAN TROUBLE.

In addition to the telegram, which appears on page 5, we understand the tribes in the vicinity of Tsitsihar pay but little allegiance to any competent authority outside their own headmen. They are well-mounted and well-armed—for the most part with Mausers—and have a splendid knowledge of the country. They are, of course, hand in glove with the Hunghutze, and before now have helped those bandits to defeat the Imperial troops. The incident described in the above telegram probably spells further international trouble for China.)

Mr. Robert Shewan, senior partner in Messrs. Shewan Tomes & Co., leaves for England by the Empress of India to-day.

SPECIAL TELEGRAMS.

HOME-RACING.

RACE FOR ONE THOUSAND GUINEAS.

[The "Telegraph" Correspondent.]

London, April 28, 5.35 p.m.

The result of the Thousand Guineas race is as follows:—

1 Atmah.

2 Radiancy.

3 Knochferna.

HORSE RACING IN SPAIN.

KING ALFONSO BUYS IRISH HORSES.

[The "Telegraph" Correspondent.]

London, April 28, 5.35 p.m.

King Alfonso has purchased a dozen fine Irish thoroughbreds in order to improve the horses in Spain and popularise racing.

SCULLING CHAMPIONSHIP.

MEETING IN [illegible]

[The "Telegraph" Correspondent.]

London, April 28, 5.35 p.m.

Arnst is to meet Pearce in a competition for the sculling championship of the world in July next.

"Arnst is a physical wonder. While nature has endowed him with a huge frame, nature has covered that frame with sinewy, responsive muscles, and inside the frame has placed organs of abnormal vitality. Arnst, ordinarily, should have been a wrestler or a weight-lifter with such a massive frame, but nature omitted to cover with the frame the bulky muscles, and adipose tissue generally found in the heavy-weight athletes. Arnst stands as high as Jeffries, the boxer, but whereas Jeffries competes at a weight near to 16st., Arnst weighs only a shade over 13st. when fit. He is immensely powerful, wonderfully active in a boat, and gifted with exceptional vitality. He is only twenty-six years of age. Arnst was reared on his father's farm at Tai Tapu (pronounced ti-tap) Australia. For several years he was a noted cyclist; *indeed, the Arnst* brothers have made a name for themselves in Australian cycle racing history. A little over four years ago he was taken up by a syndicate of Christchurch sportsmen, who 'staked' him, sent him to Sydney, where he was kept and coached at the expense of the syndicate."

IT WAS DIFFERENT.

A coloured preacher took some candidates for immersion down to a river in Louisiana. Seeing some alligators in the stream, one of them objected. "Why, brother," urged the pastor, "can't you trust the Lord? He took care of Jonah, didn't he?"

CHINESE TELEGRAMS.

THE CANTON ATTACK.

LATEST NEWS.

General Dies of Wounds.

[The "Telegraph" Correspondent.]

Canton, April 29.

It is reported that Brigadier General Ho Pun Cheung, who led the garrison, has died from the wounds received in the encounter.

Another Fight.

At 4 o'clock, in the afternoon, there were still some more revolutionaries at large, and they fought the Imperials at Chong Yuen Bridge, suffering heavy loss.

AMERICAN CITIZEN'S ACCOUNT OF THE RISING.

Gates of City Locked.

Last night there returned on the Fatshan from Canton among other passengers Mr. F. B. Babcock, a well-known Chicago citizen, who with his wife is making a tour of the Orient. They left Chicago in November last and hope to return by September. Mr. Babcock came [illegible] Australian [illegible] and informed us in the course of a chat that two of the propeller blades of the vessel were lost and she had to go into dry dock at Saigon.

He leaves by the Zafiro to-day on a visit to the Philippines, in which he has taken a great interest for some time, and the most distant of American possessions. He will return here on the 17th, and proceeds north as far as the Yangtsze, visiting Mr. Calhoun, the American Minister at Peking, and will then proceed to Changchow, and from there to Japan.

Asked as to the Canton emeute Mr. Babcock stated that they left Hongkong on Thursday night and there was a big crowd on board. Everything went on very well until they came to their anchorage, when they found they were not allowed to land. Then there came aboard a number of secret agents looking for the revolutionaries, and he was credibly informed that between twenty and thirty managed to get off quietly without any search by Government officials. Two gunboats gave chase, but one ran on a sandbank and a mishap occurred to the machinery of the other.

The Europeans were allowed to land soon after 8.30, but they found that the gates of the city were locked. After rambling round, it was found that one place was open and they went inside the new part of the city for a short distance. There could be no question that there was an air of suppressed excitement about the whole city. Later in the day instructions were given that navigation had to be suspended, but the British Consul evidently put his foot down, and the French boat and the Fatshan were allowed to proceed.

Coming back they found the lower decks were packed with Chinese of the better class, who were leaving with their little bundles of valuables for Hongkong and safety.

Mr. Babcock continued that he had been informed by a gentleman, who had some authority for speaking, that close on $3,000,000 had been banked that day on the Shameen by Chinese.

HIS EXCELLENCY'S FAMILY ESCAPES BY DEMOLISHING WALL.

DOCUMENTS SAVED.

Our correspondent sends a brief account of the escape of His Excellency's family and the Viceroy's father. He says that when the fire was at its height, the Viceroy's father and His Excellency's family escaped by demolishing a back wall. They sought shelter at the Naval Department. The Governor of Hongkong has dispatched two destroyers to Shameen to protect the lives and properties of British subjects. All the documents in the Viceroy's yamen, concludes our correspondent, were saved.

Self-Government Society Meets.

A meeting was held in the hall of the Self-Government Investigation Society yesterday afternoon to consider the matter of the organisation. T[illegible] of the [illegible] Society, the Committee of the Chamber of Commerce, and the members of the ten charitable institutions were present.

The public were urged by the Self-Government Investigation Society to keep calm during the present crisis, as the authorities were hunting the revolutionaries from house to house, and the city gates would soon be opened.

BILLIARDS.

The following are the results to date in the Y.M.C.A. billiard handicap. In the first round Messrs. Bolden, Bishop, Nish, Higginbotham, Watkins and Harper have won their games. In the second round Messrs. Grant, Nicholson, Barlow, Nish, Watkins, McPherson, Tobias and Haigh have been successful, and in the third Messrs. Nish, McPherson and Cpt. Nicholson have won.

LAWN TENNIS.

The final in the Young Men's Christian Association's tennis tournament was played on Tuesday, when Mr. C. C. Hickling met Mr. A. N. Josoland. After a hard struggle the latter won, the sets being 2—6, 2—6, 7—5, 6—2, 7—0.

The Y.M.C.A. bathing parties begin on May 5. The launch will leave Blake Pier as usual at 5.15 p.m.

Mee Cheung has two excellent photographs taken on the occasion of the visit of Prince Chakrabongs to Government House.

STORY OF THE ATTACK.

[The "Telegraph" Correspondent.]

Canton, April 28.

For the last few days rumours have been current that a rising of anarchists would take place. Although the local authorities had taken every precaution against a disturbance, and the garrison, the bannermen, and the naval troops had been called in readiness for any emergency, the rising actually took place as anticipated last night.

It appears that yesterday morning H.E. the Viceroy issued urgent orders for a thorough search for revolutionaries to be made in the whole city. In the afternoon one of the ringleaders was arrested and his followers tried to disperse and escape. The attempt was, however, futile owing to the precautions already taken by the authorities. They had no means of escape, and there was no way open to them except to face death. They gathered up their courage [illegible] yamen with bombs, explosives and revolvers. They all wore a white band as a sign of the party. They set fire to the yamen, and before much damage was done they were faced by the Viceroy's bodyguards. They at once opened fire on the incendiaries, who, however, returned with great determination. Ultimately they had to make a hasty retreat on account of the reinforcement of the garrison. The bodyguards displayed great courage, and were on the heels of the incendiaries.

Being pressed, the revolutionaries had no alternative but to resume the attack. The casualties on both sides were heavy. By this time all the city gates were closed.

Telephonic and telegraphic communication have been suspended by the order of the officials, in case news of the outrage might spread.

The revolutionaries were surrounded by both the Viceroy's bodyguards and the soldiers of the garrision. Many arrests were made, and a great number were killed. Although the casualties on both sides could not be ascertained, it is certain that both must have lost heavily. Two naval officers were killed during the encounter, and the Brigadier-General was wounded in the hand.

As regards the fire at the Viceroy's yamen, only the front part of the building was burnt down. As soon as His Excellency heard of the outbreak, he gave orders at once not to save the building but to let the conflagration burn itself out. He commanded his bodyguards to surround the building and arrest all the incendiaries. The bannermen also protected the city. All the soldiers were ordered out, and His Excellency's commands were promptly executed. Every effort was made to put down the tumult.

Soon afterwards order was restored. The Viceroy at once telegraphed to Peking reporting the occurrence. The people living on the western side of the city were ignorant until morning that such a serious riot had occurred during the night.

I am sending this batch of news in a hurry to catch the morning boat, and will wire you further particulars during the day.

We understand that the boats left yesterday morning for Canton and last night. The embargo was raised and the evening boat as usual left. No boats have been or are going to Macao at present owing to the instructions from the Viceroy.

All Quiet.

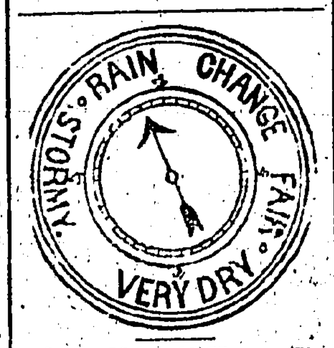
[The "Telegraph" Correspondent.]

Canton, April 29, 1 p.m.

The rigorous measures instituted by the Viceroy have had the desired effect, and the City is now quiet.

There is little danger of a further outbreak.

The Weather Forecast.



On the 29th at 11.55 a.m.—The barometer has risen moderately at the Japanese stations, and fallen decidedly on the E. coast of China.

A depression is moving Eastwards over the Yangtze valley, and pressure is low also over Tongking.

The highest pressure is shown over the Sea of Japan.

Fresh to moderate S.E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.27 inches.

Forecast District.

1.—Hongkong and Neighbourhood, E. to S.E. winds, fresh to moderate; misty, some rain.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

SHORT STORIES.

STINGING.

Not all vanity is sin, as this story goes to prove. It seems that one day, after mass, a lady came to a certain French priest and insisted that she must see him on an affair of great importance. She explained that it was a matter of conscience, and that she was most seriously disturbed. The truth was, she at last confessed, she was sadly given to vanity.

That very morning she had looked in the glass and yielded to the temptation of thinking herself pretty.

The good priest looked at her. "Is that all, my daughter?" he said.

"That is all."

"Then go in peace, for to make a mistake is not a sin."

A HIGHLAND HEAVEN.

Some 50 years ago in a Highland village, the inhabitants of which were not proverbial for sobriety, an old minister was fencing the Communion table. "My friends," he said, "you would all like to go to heaven; but what kin' o' a heaven would you like to go to? Well, I'll tell you. You'd just like the Cromarty Firth to be bilin' water, the Black Isle to be loaf sugar, and the Beauly rinnin' whisky, and ye wad jist brow and drink and drink and brow to all eternity."

HE WAS NOT IMPRESSIVE.

A rather pompous-looking deacon was endeavouring to impress upon the young minds of a class of boys the importance of living a Christian life.

"Why do people call me a Christian, children?" the worthy dignitary asked, standing very erect and smiling down upon them.

A moment's pause, then a shrill little voice was heard to say:—"Because they don't know you."

THE FIRST ADVERTISER.

[illegible] country farm-house while he [illegible] Advertising," which was to be of the world. "I wish I know who could have been the first manufacturer to advertise," he murmured thoughtfully. "The item would fit in so well here."

"There's no reliable information on the subject," replied the farmer, "but I have every reason to believe that the hen is the person you are looking for."

FROM THE GREEN ISLE.

An American tourist tells the following story:—"I remember arriving at an inn in Connemarra, and asking the boots to get me something to eat. 'What would you like?' said the boots. 'Waal,' I said, 'I should like one of your real Irish steaks, about an inch and a half thick, with fried potatoes and onions.' The boots stared at me, and then went off with my order. He came back in a minute or two and I said to him: 'Waal, what of that steak?' The youth, with a kind of yearning look in his eyes, replied, 'Father says that bedad if he had a steak like that he would ate it himself, he would!'"

POLITICS A DISEASE.

A politician, who is a great walker, was out enjoying his favourite recreation. After going a few miles he sat down to rest.

"Want a lift, mister?" asked a good-natured farmer, driving that way.

"Thank you," responded the politician; "I will avail myself of your kind offer."

The two rode on in silence for a while. Presently the farmer asked—

"Professional man?"

"Yes, answered the politician, who was thinking of a Bill he had pending before the House.

After another long pause, the farmer observed—

"You ain't a lawyer, or you'd be talkin'; you ain't a doctor, 'cause you ain't got a bag; and you ain't a preacher, from the looks of you. What is your profession?"

"I am a politician," was the reply.

The farmer gave a snort of disgust.

"Politics ain't no profession, politics is disease," said he.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... $15,000,000.
RESERVE FUNDS:
Sterling £1,500,000 at 2/- 15,000,000
Silver 16,250,000
$31,250,000
RESERVE LIABILITY OF PROPRIETORS $15,000,000

COURT OF DIRECTORS:
Hon. Mr. Henry Keswick — Chairman
G. H. Medhurst, Esq.—Deputy Chairman
F. H. Armstrong, Esq. — C. R. Lenzmann, Esq.
G. Balloch, Esq. — F. Lieb, Esq.
A. Forbes, Esq. — E. Shellim, Esq.
G. Friesland, Esq. — R. Shewan, Esq.
C. S. Gubbay, Esq. — H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
21 N. J. STABB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,600,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3½ per cent.
On Fixed Deposits for 3 months, 2½ per cent.
W. MACGUIRE,
Hongkong, 24th Mar., 1911. [22

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUNDS ... „ 16,850,000

Head Offices—YOKOHAMA.

Branches and Agencies	
TOKIO.	HANKOW.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO	LIAOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....4 per cent. p.a.
„ 6 „ ...3-1/2 „ „
„ 1 „ ...2-1/2 „ „
TAKEO TAKAMICHI,
Manager.
Hongkong, 13th March, 1911. [18

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold $3,250,000
RESERVE FUND.....Gold $3,250,000
Gold $6,500,000

HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
36, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
For 6 „ 3½ „ „
For 3 „ 3 „ „
GEO. HOGG,
Manager.
No. 9, Queen's Road Central.
Hongkong, 20th Feb., 1911. [19

Banks

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY
PAID-UP.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.
BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama.
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
R. TIMMERSCHEIDT,
Manager.
Hongkong, 16th Mar., 1911. [2

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.
DIRECTORS AND OFFICERS:
J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force...	$37,855,885.00
Assets	8,415,250.00
Income for Year ...	3,566,559.00
Insurance Fund.....	8,216,818.00

LEFFERTS KNOX, Esq., District Manager.
B. W. TAPE, Esq. District Secretary.
} Hongkong, Canton, Macao and the Philippines.
ALEXANDRA BUILDING.
C. LAWDER, Esq., Inspector, Hongkong.
ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Lafrentz, Esq.
Hongkong, 26th Jan., 1911. [1610

WANTED.

AT once, LADY STENOGRAPHER, Portuguese.—Apply Q, c/o "Telegraph."
Hongkong, 22nd April, 1911. [1059

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.
In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th Aug., 1910. [84

WM. POWELL, LIMITED.

GENTS' OUTFITTERS.
NEW GOODS
ENGLISH MADE
White - - - - Canvas
AND
Buckskin Shoes.
SMART SHAPES
28, Queen's Road,
(Central.)
Hongkong, 28th April, 1911. [1013

WING KEE & CO.

47-49, Connaught Rd.
SHIPCHANDLERS,
PROVISION & COAL
MERCHANTS.
Hongkong 23rd Mar., 1911. [930

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PESHAWUR ..... Capt. E. W. Bruce	About 2nd May	Freight only.
LONDON & ANTWERP v. S'PORE, PENANG, COLOMBO & PORT SAID ...	PALMA..... H. W. A. Clark, R.N.R.	10 A.M., 3rd May	Freight only.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NILE ..... Capt. E. F. Daldy, R.N.R.	About Daylight, 4th May	Freight and Passage.
LONDON & ANTWERP v. S'PORE, PENANG, C'MBO & PORT SAID AND MARSEILLES	SIMLA ..... Capt. C. H. Watkins, R.N.R.	About 17th May	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s office,
Hongkong, 29th April, 1911. [4

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS.	TO SAIL ON
KOBE & YOKOHAMA	"PRINZ SIGISMUND"..... Capt. D. Lenz ...6,000	About TUESDAY, 2nd May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" ..... Capt. F. v. Benzor ..... (T. 18,500)	WEDNESDAY, 3rd May, at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"BULOW" ..... Capt. H. Formes ..... (T. 16,900)	About WEDNESDAY, 3rd May.
MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.....	"PRINZ SIGISMUND" ..... Capt. D. Lenz ..... (T. 6,000)	SATURDAY, 20th May, at Daylight.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.
For further Particulars, apply to
NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.
Hongkong, 25th April, 1911. [7

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
J. H. TAGGART,
Hongkong, 20th April, 1911. Manager. [25

GRAND HOTEL,

Telephone 197.
MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT
857] F. REICHMANN, Proprietor.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated; up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor
N. BLUMENTHAL, Manager
Telephone, 170 Telegrams "Astor." [24

OPEN AIR SKATING RINK AT BELLE VIEW HOTEL,

Telephone No. 907.
SESSIONS 10 A.M. to 12 Noon.
2 P.M. to 4 P.M.
Admission 25 cents.
5 P.M. to 8 P.M.
9 P.M. to 11 P.M.
Admission 50 cents.
String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.
W. GALLAGHER,
Manager.
Hongkong, 14th April, 1911. [25

Hotels.

Correspondence Invited. HARRIS & HIBBERD. Props.

BAGUIO HOTEL.

The Mountain Capital's New and Modern Hotel
BAGUIO, PHILIPPINE ISLANDS.
Hot and Cold Baths. Excellent Cuisine.
Running Water in Each Room.
LIVERY STABLE and GARAGE IN CONNECTION.
Rates 5 and 6 Pesos per Day. Special Monthly Rates. [902

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.
For Terms, &c., apply to the MANAGER.
Hongkong 22nd July, 1910. [27

Intimations.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.
15, Queen's Road Central.
ESTABLISHED 1864.
Hongkong, 16th January, 1911.

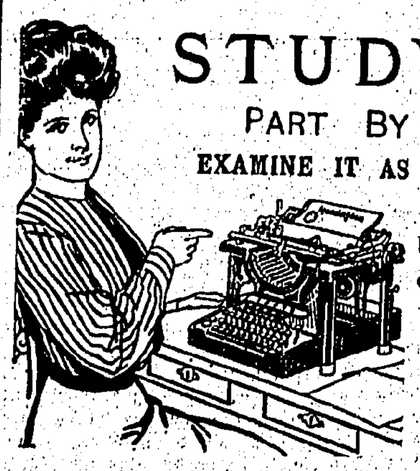
WEISMANN, LIMITED.

BAKERS
CONFECTIONERS
CATERERS
RESTAURANTEURS
14, Des Vœux Road Central.
Hongkong, 20th April, 1911. [197

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1030.
THE EXILE MOTOR GARAGE.
Hongkong, 15th April, 1911. [1058



STUDY IT

PART BY PART,
EXAMINE IT AS YOU WILL,
You will find nothing but sterling integrity in every detail of the
REMINGTON TYPEWRITING.
SIEMSSEN & CO.,
HONGKONG AND CANTON.
1030] General Agents for the Remington Typewriter Co.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...$1,250,000.)
Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandize.
Loans made on the Provident System.
(Rates and Particulars on application).
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 19th March, 1908. [41

FOR SALE.

A COMPLETE LITHOGRAPHIC MACHINE, with a Cutting Machine, Stones, &c. Only 9 months in use.
For particulars call at
VIC. ATIENZA,
32, Caine Road.
Hongkong, 7th April, 1911. [1038

CLOUET CHAMPAGNE EXTRA DRY.

24 pints at $22.50.
FRENCH STORE,
6 Queen's Road.
Hongkong, 15th Mar., 1911. [47

THE NEW LOAN.

AN EPOCH IN CHINESE HISTORY.

On Saturday last the Currency Loan Agreement, as it is called, was signed between China and the representatives of a syndicate embracing British, American, French and German capitalists. The loan marks an epoch in China's history.

It is for £10,000,000 and carries interest at 5 per cent, and the issue price is 95. The major portion of the loan is intended for currency reform, while only thirty per cent. is intended for the development of Manchuria and the covering of the deficit in this year's budget.

There is every reason to be satisfied with the safeguards adopted to see that the amount is not frittered away into the pockets of the mandarins—China only receiving £1,000,000 now, and a similar amount when the international group approves of the silver currency scheme and the manner in which the funds set apart for the improvement of Manchuria are disbursed.

The remainder will be handed over to China in October with other proper safeguards. We understand, says "Capital and Commerce," that there is to be supervision, the supervisor being a member of one of the neutral nations.

This is the biggest loan that the Chinese Government has contracted ever since foreign intercourse began, and it is gratifying that in spite of the financial chaos prevailing in the country China's credit is greater than ever.

The effect of the completion of this loan will be to raise the credit of China in the world's markets to a very high pitch, and the future hinges upon how China spends the money. If the depense is wise and commends itself to the good judgment of the world's financiers there is an immeasurable vista of prosperity to China and those who deal with China alike.

Another good effect it will have is the effacement of the so-called patriotic societies who have been labouring under the delusion that all the funds needed for the reformation of China could be got from within.

RUN ON NATIVE BANKS.

THE RECENT FAILURES AT SWATOW.

In Shanghai the Taotai had to issue proclamations with regard to the solvency of the Yu Ning and Yu Soo Banks, which were threatened with a run on them.

As the result of a current rumour, a run has been made on the Tai Ching branch Bank at Swatow by its depositors. Fortunately the bank had enough reserves, and met the demands of its customers promptly. The Bank has since been doing business as usual.

The news of the run made on the Tai Ching bank at Swatow spread to Canton some days ago, and widely and rapidly reached the ears of the uneasy depositors. Had it not been for the timely issue of notifications by the Provincial Treasurer and the Taotai for the Promotion of Industries, and the distribution of home bills by the Canton Banking Investigation Society, assuring the public of the soundness of the Tai Ching Bank, and repudiating the news of its insolvency, scenes similar to that in Swatow might have occurred in Canton.

"THE WINGS OF THE EMPIRE."

Adelaide, March 20.—Commenting on the land and naval defence schemes of the Commonwealth to an interviewer yesterday, the Cardinal expressed the opinion that the compulsory training system was a splendid one for the requirements of Australia. "I read Admiral Henderson's report in Perth," said his Eminence; "his scheme is most elaborate and complete, but, of course, it is impracticable at present. Australia and Canada are the wings of the Empire. The body, at Home, must necessarily bear a great deal of the Empire's burdens."

A bath attendant at Stratford, London, named Evans, has inherited £21,780 from a retired draper living in apparent poverty at Tillington.

OUT LETTER BOX.

THE KOWLOON RAILWAY.

To the Editor of the "Telegraph."

Sir,—It is with that agreeable sense of detachment from all responsibility and risks, at once the comfort and qualification which enables the onlooker to see most of the game, that I venture again to offer a few observations on the Council proceedings reported in your issue of yesterday.

The generous reference to "Outsider's" previous letter, made by the hon. Colonial Secretary, more stimulative, perhaps, than merited, may have operated to call forth this additional contribution to the literature on the subject. For few of us are fully conscious of all the determining influences which govern life's simplest activities; and most of us labour under the pleasing fiction that we are able, at times, to add a little to the accumulating volume of human knowledge.

The commercial member of your Legislative Council certainly deserves to be congratulated on having the courage of his convictions. Such virile opposition is distinctively healthful. One may from experience know the necessity, usefulness and resulting advantages of combatting the proposals, plans and policy of Crown Colony Governments. But, on the other hand, it must in fairness be admitted, that wisdom does not always have its springs in unofficial sources. It is not infrequently the case, that the administrative horizon is wider than the commercial view, that the perspective from the official executive standpoint is truer and seen through a more clarified atmosphere, than as discerned from mercantile altitudes, which seldom rise quite above the encircling mists of legitimate trade and vested interests. Indeed, one of the many functions that the officer administering such government is expected to perform, is to foresee possibilities of development, to lure to brighter prospects and to lead the way. In the serene calm of his study, unaffected by the periodic fluctuations of commerce and equally uninfluenced by even cyclonic disturbances in exchange,—that malady of the silver-using East,—he is, manifestly, in a more favourable position to judge dispassionately all enterprises conceived for the wider welfare of the people, and to gauge, with greater accuracy, the measure of permissible financial burdens, which the colony ought to carry, alike for its own advancement and as a guarantee of imperial stability and progress. Our merchant princes, like the founders of all great business ventures which have achieved colossal success, have been trained, perforce, in the school of commercial expediency. They cannot, if they would, escape from the influence of that spirit. The beneficent law of habit makes it extremely difficult,—if not impossible, for them to regard, with favour, any investment that does not, at least, promise a return in a measurable period of time and at farthest within the natural term of life. Unlike the builders of empire they cannot project their interests, or their undertakings, into a remoter future and be content to lay the unseen foundations on which posterity alone will eventually raise the superstructure of an ample return, a fuller dominion. Some such reason, surely, must be the true explanation of the attitude still maintained by the hon. member, representing the Chamber of Commerce, towards the framers of the original railway estimate, and against the provision of funds for fully equipped locomotive workshops. A wider experience would have saved the hon. member from his undignified insistence in treating a preliminary forecast of probable capital cost, with the seriousness which usually attaches to a proper estimate, prepared after the final location survey and ascertained quantities of work, computed from the data of actual measurements and completed plans. The former is a rough guess at the cost of a project based on a mere reconnaissance survey, and at normal rates for which similar work has been done elsewhere under like conditions. It is obvious that such a forecast in a new and untried field must be largely conjectural. But even assuming that a nearer approximation to actual cost might, with more care, have been originally presented by the responsible engineers it would still have been an unreliable estimate for purposes of actual construction. The detailed plan and specific work estimates would still have been necessary to determine, with any degree of accuracy, the amount of capital required to construct the line. And it is only such an estimate that lends itself to critical examination and justifiable comment. Furthermore, the hon. member seems to be unaware that it is the exception, rather than the rule, for an original estimate of an important and complex project, like a railway, involving large outlay and comprising numerous subsidiary works, to provide for every unforeseen contingency and to eventually prove to be an exact measure of expenditure incurred. A slight acquaintance with the history of our other Crown colonies and oversea dominions sufficiently illustrates this. Take for instance the Uganda Railway. Who has not read the painful record of that noble undertaking? Its estimated cost was orginally placed at £1,000,000. Five times that sum was actually spent before it was finally built. Here was room for adverse criticism, and the pages of Hansard bear witness how unstintedly it was meted out to the construction committee responsible to the Foreign Office and to the engineers in East Africa. Upon completion, despite the inexactitude of revised estimate after estimate, the engineer-in-chief was rewarded with a K.C.B. and the then government breathed a sigh of relief, or sung a pean of thanksgiving, that they had not to continue asking for further parliamentary grants. Some, uncharitably, thought that the honour of knighthood conferred was an ingenious form of white-washing the engineer-in-chief and all concerned. I could multiply instances, but must confine myself to one other example.

Looking across the dark continent we see a somewhat similar condition of things, though on a smaller scale. The systematic advancement of our West African Colonies called for the investment of borrowed capital in developmental railways. The reconnaissance survey's forecasts of requirements were wholly misleading, and even the original detailed estimates proved to be greatly inadequate. The usual cry of extravagance and endlessly expensive works was heard. But no one to-day has the temerity to question the wisdom of the Colonial Office in making that investment, or to repeat the old cry of wasteful expenditure. It is now recognised that a prescient secretary was then directing our colonial affairs. The larger issues of Imperial federation and British supremacy under the Southern Cross would probably have been more than enough to overtax the thought and energies of a less astute mind. But on the chess-board of Imperial politics the British West African pawn was not overlooked by the great master-player, and its advancement may some day play an important part in the combined move and the resulting checkmate to the political aspirations of our African neighbours.

In respect of the railway locomotive work shops, the hon. member and his supporters concede that certain machineries are probably requisite, but contend that all repairs and renewals need not be executed by the railway staff. In the absence of a fuller knowledge of the commercial member's desires and opinion on this point, it is impossible to judge whether such an arrangement would be feasible or satisfactory. The general public, however, cannot fail to notice the existence of a latent tenderness for a certain class of commercial concerns, rather than that broad sympathy with trade interests in general which the Chamber of Commerce, without partiality, must surely entertain and be desirous of exhibiting. The river steam-ship companies seem to take a more philosophic view. The railway will assuredly enter into active competition with the pre-existing water-route traffic. Rail-borne trade will inevitably influence steamer freights earnings. But this is no reason why the admitted advantages of railway communication should not be secured for the general weal.

To an outsider there appears to be something petty in the contention that the mechanical repairs, required on a government railway, should be executed in private workshops, on the ground, forsooth, that such repairs, if done departmentally, will adversely affect trade interests. There cannot surely be any undue competition, unless and until the railway workshops begin to do extraneous work for private parties. This, of course, is not permissible. But that engine and vehicle repairs should be given out to contract both on the score of economy and also to foster local industries is equivalent to recommending the British artisan to abolish his domestic wash-tub by patronising the new Chinese laundries, now multiplying at home, and to thus reduce the weekly cost of living.

To suggest that the unofficial members should "think imperially" is to give a personal illustration of what Milton terms "the narrow intellectuals of quotationists." But it may not be out of place here and now to picture the sober possibilities which lie in your little railway and its future connections.

When in the early sixties the writer heard the Father of Equatorial Africa—David Livingstone—lecture on the great unknown land, little did he dream that within the century the whistle of the locomotive would awaken the echoes of those primeval depths or that he himself would travel on a British railway running from the coast to the shores of the great Nyanza, immortalised by the greater name of Victoria. The impossible of yesterday has become the commonplace of to-day. The popular knowledge of Central African geography in those days, to the schoolboys' delight, was confined to the known mountains of the moon and to the unknown sources of the Nile. The map was then a nameless, colourless void, conveniently suggestive of a desert. The morning tint of Britain's Empire has, for years past, crimsoned most of that unknown region, and the dawn of its deliverance from savagery is steadily breaking now day by day. The railway engineer and his subordinate, the platelayer, have been pioneers in opening up the dark places of the earth and civilising barbarous peoples. The value of their services has but partially been recognised. Some day, perhaps, we shall attach the same reward to the scientific alignment of a tropical railway as we do now to the strut and mimicry of the stage and to the phenomenal success of a grocery store or a sugar refinery.

The development of railway enterprise in China in recent years is introducing a new element into its trade conditions, a new factor into the problems of commercial life and into Chinese politics. Hongkong, as the cross-road of international sailings and the world's seaborne trade must, of necessity, be greatly affected by these altered conditions. To retain for your port the premier position it has so long held, it was absolutely necessary to connect it by railway with southern and central China. This has been wisely and well done. Within the next decade trains ought to be running between Hongkong and Hankow and Hankow and the borders of Thibet, while through bookings of goods and passengers will be established between London and Lhassa, Switzerland and Szechwan.

When that time arrives, it requires no spirit of divination to foretell that the value of land on the Kowloon foreshore will have more than doubled in value, and your Government been forced, under pressure of necessity, to erect railway wharfs and godowns to meet the growing demands of rail-borne trade. Experience has elsewhere painfully proved the unwisdom of planning only for the day of small things, and the true economy of making adequate provision for magnificent expansion by timely and large expenditure. It is as safe, as it is easy, to prophesy that, at no very distant date, Canton will become the Chicago of Southern China, from which centre railways will radiate into the region beyond. When that day comes, a visitor to Hongkong will wonder, not at the restrictive recommendations of your unofficial members, but at the hesitancy of your government to comply with all the demands of a clamorous Chamber of Commerce for fuller facilities to meet the growing needs of a still expanding trade.

For the inordinate length of these lucubrations, and for my presumption in addressing you at all,

I apologise as an

OUTSIDER.

Hongkong, April 28.

Public Companies

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of Twenty Dollars per Share for the year 1909 and an Interim Dividend of Thirty Dollars per Share for the year 1910, will be payable on WEDNESDAY, the 26th instant.

Warrants may be had on Application at the Office of the Society on and after that date.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 26th April, 1911. [1084

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the National Bank of China, Limited, will be held at St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the Twenty-fourth day of June, 1911, at 12.30 o'clock p.m., for the purpose of considering and, if thought fit, passing as Extraordinary Resolutions, the following Resolutions, that is to say:—

(1) That the Company be wound-up voluntarily, and that Arthur Rylands Lowe, Chartered Accountant, of Thorner's Chambers, Fenchurch Street, London, E.C. and St. George's Building, Hongkong, be and he is hereby appointed Liquidator for the purpose of such winding-up.

(2) That the Liquidator be authorised to pay out of the funds of the Company a sum not exceeding $100,000 as compensation to members of the Company's staff.

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated Fifteenth day of March, 1911.

By order of the Board,
SCOTT HARSTON,
Chairman. [994

To Let.

TO LET.

FLATS in Nathan Road, Kowloon.
FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.
NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate possession. Cheap Rental.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ld.
Hongkong, 15th Mar., 1911. [968

TO LET.

GODOWN No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.
Hongkong 1st April, 1911. [61

TO LET.

"CREGGAN," 39, The Peak.

No. 10, MACDONNELL ROAD.
OFFICES in KING'S BUILDINGS' 4th Floor.
AN OFFICE on 1st FLOOR, 16, DES VŒUX ROAD CENTRAL.
GODOWNS, 151 to 155, PRAYA EAST.
SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.
Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.
Hongkong, 8th April, 1911. [159

TO LET.

SECOND FLOOR of No. 8A, DES VŒUX ROAD CENTRAL, newly completed with Lift and Lavatories.
Apply to—
DAVID SASSOON & Co.
Hongkong, 22nd April, 1911. [1073

TO LET.

FIRST FLOOR of No. 4, Des Vœux Road, Central.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 25th April, 1911. [1076

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms. 486

Intimations

FOUNDED IN HONOUR.

No doubt you have seen in the such papers announcements as this—concerning some medicine or other:—"If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made *bread*, or at a *medicine* which really and actually does what it was made to do. The foundations of

WAMPOLE'S PREPARATION

are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was *studied* out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia Scrofula, Nervous and General Debility Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos Hun Stucky says: "The continued use of it in my practice convinces me that that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world. 4

HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will be held TO-NIGHT, April 29th, at 7.45 p.m., in the HONGKONG HOTEL. Members intending to be present should notify the undersigned, giving number of guests they intend to invite.

H. L. DAVIES, Hon. Sec.
(c/o Hongkong Club).
Hongkong, 29th April, 1911. [1068

IN THE MATTER OF HERBERT WILLIAM KENNY, DECEASED.

NOTICE is hereby given that authority has been granted by His Britanic Majesty's Supreme Court for China and Corea to JAMES WILLIAM JAMIESON Esq., C.M.G., H.B.M.'s Consul-General at Canton to Administer the estate of the above-named deceased who died at Hongkong on March the 11th, 1911.

All persons having claims against the said estate are hereby required to send Particulars of such claims to the Undersigned on or before the 10th day of June, 1911, after which date the assets will be distributed having regard only to claims of which notice shall then have been given and NOTICE is hereby given that all persons indebted to the said estate are required to make Immediate payment to the Undersigned.

J. W. JAMIESON,
H.B.M.'s Consul-General.
Hongkong, 27th April, 1911. [1088

NETHERLANDS LLOYD

of

AMSTERDAM AND BATAVIA.

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at CURRENT RATES.

WENDT & CO.,
Hongkong, Canton & Swatow.

PO SING.
JEWELLER & SILVERSMITH
No. 1, POTTINGER STREET.
CANTONESE SILVER WORK of every description done here, Moderate Prices.
Xmas and New Year Presentings great variety and at special rates suitable to all tastes and purses [685

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT No. 14, D'AGUILAR STREET
REASONABLE FEES.
Consultation Free.
Hongkong, 19th June, 1910. [1

Notices of Firms.

THE CHINA-BORNEO CO., LIMITED.

NOTICE.

DURING my temporary absence from the Colony Mr. HENRY WILLIAM KENNETT will act as Manager at Hongkong of the above named Company.

THE CHINA-BORNEO Co., Ld.
Manager,
WILLIAM D. JUPP.
Hongkong, 24th April, 1911. [1078

THE MERCANTILE BANK OF INDIA, LIMITED.

I HAVE this day assumed charge of the Branch of this Bank in Hongkong.

F. C. MACDONALD.
Hongkong, 28th April, 1911. [1092

Intimations.

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.

19, Queen's Road. [863

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Vœux Road Central.

Telephone No. 699.

Hongkong, 2nd Jan., 1911. [78

SOUTH MANCHURIA RAILWAY

SHORTEST & QUICKEST ROUTE BETWEEN
THE FAR EAST & EUROPE,
via DAIREN.
SUMMER SCHEDULE.
(Effective from May 1, 1911.)

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fares					
$40	Shanghai (Steamer) .....Lv.		Thurs.	Sun.	
	Dairen (") .....Ar.		Sat.	Tues.	
	" (S.M.R. Train)...Lv.	6.00 a.m.	Sun.	Wed.	Fri.
Y14.95	Mukden (")...Ar.	1.50 p.m.	"	"	"
	" (")...Lv.	2.05 "	"	"	"
Y11.50	Changchun (")...Ar.	8.30 "	"	"	"
R 9.60	[illegible] (Russian T...)...Ar.	*9.10 a.m.	Mon.	Thurs.	Sat.
	Connecting at Harbin with		State Express for	Wagon Lits for Moscow	State Express for St. Pet'g.

SOUTH BOUND.

	Connecting at Harbin with		State Express from St. Pet'g.	State Express from Moscow	Wagon Lits from Moscow
R 9.60	Harbin (Russian Train)...Lv.	*11.20 a.m.	Mon.	Wed.	Fri.
	Changchun (")...Ar.	* 8.25 p.m.	"	"	Sat.
	" (S.M.R. Train)...Lv.	10.30 "	"	"	"
Y11.50	Mukden (")...Ar.	5.10 a.m.	Tues.	Thurs.	"
	" (")...Lv.	5.25 "	"	"	"
Y14.95	Dairen (")...Ar.	1.30 p.m.	"	"	"
	" (Steamer)...Lv.	Noon	Wed.		Sun.
Y40.00	Shanghai (")...Ar.		Fri.		Tues.

* Russian Train Time is 23 minutes faster than S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN—CHANGCHUN Service.
EXPRESS EXTRA FEE .....Y3.00 SLEEPING CAR SUPPLEMENT.....Y5.00

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY,
DAIREN.

Tel. Add. "Mantetsu." Codes: A.B.C. 5th. Ed. A. I. & Lieber's

FUSHUN COAL

THE BEST STEAMING COAL IN THE EAST.
Output 3,500 tons per day.
Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Chefoo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT,
SOUTH MANCHURIA RAILWAY COMPANY,
DAIREN.

Tel. Add. "Mantetsu." Codes: A. B. C. 5th. Ed., A. I. & Lieber's
Agents: MITSUI BUSSAN KAISHA, LTD.
Hongkong, 29th April, 1911. [785

"The Beer That's Brewed to Suit The Climate"

"Just Try It"

Oriental Brewery Limited
Hongkong

Intimations.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

F

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

OF

GENUINE AGE AND FINE MELLOW FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO., LD.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910. [28

The only wish of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph

Hongkong.

Telephone: No. 1.

A. B.C., 5th edition

Western Union.

THE

Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 29, 1911.

FAMINE RELIEF.

From time to time certain provinces in China suffer under the hand of gaunt and terrible Famine, and the wealthy nations of the earth come forward with help, freely given and greatly needed. We have had an example of famine and the charity it calls forth only recently in Kiangsi, and although England and America and the Continental nations willingly subscribed large sums for the purchase of grain, and sent out workers to assist the overburdened missionaries, nevertheless the people died in thousands. Indeed this Kiangsi famine has been the worst for many years; the death roll has been simply appalling, and it is no lack of sympathy that prompts us to ask the question, Is this method of relief the best? We think it is not. The famines continue and the charity continues, but at the best the latter is only a palliative, not a cure. It has never yet lessened the severity of the next famine, while it pauperises the energies of the people—if we may so put it—by removing from their minds the knowledge of the necessity of conserving their natural resources. Instead of realising that they must depend upon their own activities, must depend upon the wealth of the pregnant land, they go on living from hand to mouth in the old, old way, knowing that the foreigner will help them when the gods fail and the harvests are not. In no way is this better illustrated than by the entire lack of knowledge of the value of China's trees and rivers. The people are absolutely indifferent to the spoliation of their forests, and even more indifferent to the condition of their rivers. In almost every part of China the hills have been denuded of their trees, and what might have been a rich countryside is in consequence scarred by the rushing rains, the alluvial top soil washed away and only the yellow, uncharitable under soil remains. With justice do we call it the Yellow Sea. It is thick with the rich soil of China, the soil that would produce abundant crops, and place the people beyond the reach of their great enemy. The rivers, unconserved and untended, have done as much to produce famine as the rains on an unprotected countryside. No attempt whatever is made to keep them in their courses, and when the waters from the hills lacking those natural sponges, the forests, come down the rivers rise and overflow their banks, and wipe out the crops of a whole province. It seems to us that the huge sums of money that have been spent by charitable people on China's famine-stricken peasants might have been better employed and with more lasting effect in teaching them how to avoid the dangers which threaten. Half what has been subscribed in the last twenty years would plant huge tracts of China with trees, would help largely, at least, to conserve her rivers. Instead of that, a vast sum has been spent with the best intentions in the world, but no permanent result, and next year the same old cry will go up: Millions starving in China! We would like to hear of every mission school in China, and for that matter, every other school as well, devoting at least half its working time to instruction that would bring home to the people some small idea, at least, of the great forces of nature with which they tamper and have tampered for centuries. That indeed would be "a good work." We will never cure China of famine by merely gifts of money or grain. We are, indeed, setting a premium on famine by so doing. What is needed is teaching and seed; not cold dollars and cents; and if we recognise our responsibility in producing the latter, that is, if we recognise that we owe a charitable duty to China, we must be consistent and in justice to ourselves and in justice to the people we now pauperise, help them to rise superior to their environment. That is true charity.

HONGKONG DAY BY DAY.

The yacht race for the Keswick cup takes place to-day.

***

The race for the Brown cup will be rowed off at 5 p.m. to-day.

***

The entries close to-day for the lawn bowls open single championship.

***

Messrs. E. S. Kadoorie and Co. inform us that the price of Para rubber cabled this morning from London is 5s. 3d. per lb. The market is quiet.

***

A sale of Crown land will take place at the District Land Office, Tai Po, at 10 a.m. May 6th, and at the offices of the Public Works Department at 3 p.m. May 16th.

His Excellency has appointed Major Donald MacDonald to act as Commandant of the Hongkong Volunteer Corps during the absence on leave of Lieutenant-Colonel Arthur Chapman, V.D.

***

Thirteen cases of bubonic plague were reported as having occurred during the twenty-four hours ending at noon to-day. All were Chinese, and the sickness was again in Centre Street.

***

Local supporters of the "Ancient Game of Bowls" are anxious to see another match between the Cricket Club and the Kowloon Bowling Club. The previous match was greatly enjoyed by all concerned.

***

This afternoon the members of the Institution of Engineers and Shipbuilders of Hongkong visited Mr. F. Pernaut's workshop, and witnessed a demonstration of the "Oxy-Acetylene Process of Welding."

***

Among the passengers who left by the liner Mongolia to-day were Judge and Mrs. A. E. McCabe, of Manila, Messrs. H. L. Mason, F. B. Taylor, C. Hewitt, H. C. Ehrenfels (of the O.B. Brewery, proceeding to Shanghai) and D. W. Caldwell.

***

The steam trawler, "Hoi Fung," 105 tons gross register, which has been built in England for the Hongkong & South China Steam Fisheries Co., Ltd., underwent a successful trial trip on 15th inst., and sailed yesterday for Hongkong. She is expected to call at Gibraltar, Port Said, Colombo, and Singapore and the voyage out will probably take 55 days.

***

A number of well-known Hongkong residents left by the P. & O. Mail steamer Assaye to-day. Among the names of passengers were noticed the following:—Rev. O. R. F., Hughes, Mr. A. Chapman, R. G. Pratt, Mrs. Armstrong, Mrs. Northcote, Miss McFarlane, Mr. J. W. C. Bonnar, Lieut.-Col. F. A. Reyne, Ravross, M. G. H. Bryant, Miss A. Thomson, W. Symonds, and Lieut.-Col. and Mrs. P. Young.

***

The Zafiro, which sailed for Manila to-day, carried a full complement of passengers. Among those who proceeded on board as passengers were the following:—Attorney O'Brien, of Manila, Lt.-Col. and Mrs. H. J. Raymond, Captain E. D. Anderson, Messrs. A. A. Drake, C. C. Kolster, W. Gilpin, C. Appel, A. F. Pfiffner, Mr. and Mrs. D. R. Babcock, of Chicago; C. F. Arborg, A. Stricker, and Misses M., R. and A. Legover.

***

His Excellency has constituted a board to be known as the Subordinate Staff Board. He has approved of the appointment of the following gentlemen as members: Hon. Mr. Alexander MacDonald Thomson as Chairman and Messrs. C. M. Messer and R. Oliphant as co-workers. During the absence of these two gentlemen Messrs. A. G. M. Fletcher and D. W. Tratman will act in their stead. The duties of the Board will be to advise on certain matter connected with the clerical and subordinate branches of the service.

***

Mr Charles Montague Edo has been appointed by His Excellency to be an unofficial member of the Legislative Council during the absence on leave of the Hon. Mr. E. Osborne. The appointment is subject to His Majesty's pleasure.

***

At the Bijou Scenic Theatre last night, a benefit performance was tendered to Miss Vera Ferrace prior to her departure from the Colony shortly. As this clever vaudeville artist has been a general favourite with Hongkong audiences, a packed house was present to witness her farewell appearance. Miss Dolly Swift, who has been seen on the local boards before, assisted last night and others who lent their services were Miss Grace Vyveono and Mr. Robert Stephenson. Mr. Burgin, a comic artist, also made his debut before a Hongkong audience. On Monday night, Miss Grace Wilson, who is described as an expert dancer, is expected to open a season at the "Bijou."

REUTER'S TELEGRAMS.

GOVERNMENT DEFEAT.

IN TEHERAN.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, April 29, 6.50 a.m.

The Teheran Parliament has discussed the Imperial loan contract, and rejected the Government motion that the second reading of the contract be passed immediately on the ground of urgency.

The result is equivalent to a defeat of the Government.

SERIOUS SITUATION IN MOROCCO.

FRENCH RELIEF COLUMNS CUT OFF.

(REUTER'S SERVICE.)

London, April 28, 2.10 p.m.

A telegram from Tangier states that the bold attempt of M. Boisset, the French Consular Agent at Alcazar, escorted by troops, to take money and ammunition sup[illegible] Major Bremond, unsuccessful. Major Bremond, who is marching with the Mallalla to the relief of Fez, was recently reported to be detained by floods and exhaustion of ammunition and his force, which is thirty miles from Fez, is now reported to be cut off from relief.

Th flying column mentioned in the telegram of the 25th is three thousand strong but cannot reach Fez in less than ten days even if unopposed.

A letter received in Madrid from Fez via Ceuta states that the Europeans there, disguised as Moors, have taken refuge in the French Consulate. They had been there three days unable to leave, as the city was a prey to anarchy. It was feared that the provisions at the Consulate would give out.

There is an unconfirmed report from Tangier that Major Bremond has been killed.

THE OPERATIONS IN ARABIA.

(REUTER'S SERVICE.)

London, April 28, 2.10 p.m.

Perim natives report that Imam Yahya has been captured at Sanaa.

CHINESE TELEGRAMS.

PRESIDENT IMPEACHED.

["SHEUNG PO" SERVICE.]

Peking, April 28.

A certain censor impeached the President of the Board of Communication for negotiating a big foreign loan, and the country was neglected as a consequence.

The censor demanded that the text of the agreement of the loan be published for the information of the public.

The memorial was held over.

ADVISERS FOR CHINA.

["SHEUNG PO" SERVICE.]

Peking, April 28.

The President of the Board of Communications proposes to engage foreign financial advisers for the Communication Bank. It is reported that the Tai Ching Bank will follow suit.

THE CORONATION.

("SHAT PO" SERVICE.)

Peking, April 28.

Prince Chun will leave for London on the 3rd of the next moon to attend the Coronation

CHINESE BANK NOTES.

MUST BE LIMITED.

("SHEUNG PO" SERVICE.)

Peking, April 28.

The Foreign Ministers in Peking, owing to the reckless way in which bank notes have been issued by the Government banks and the official specie banks, have requested the Board of Foreign Affairs to put a limit to them.

The Board has accordingly notified them.

BRITAIN'S POLICE-ARMY.

WHAT IT COSTS AND WHAT THE FORCE HAS TO PROTECT.

England and Wales on 29 Sept. last possessed an army of 49,000 policemen compared with 47,020 at the same date last year. London alone had a third of the force. The Metropolitan Police numbered 17,400, and the City 1,181.

It is estimated (according to an official Blue-book just issued) that the force has to patrol 22,340 miles of streets, watch over 6,260,432 houses, and a population of over 32,000,000, while the ratable value of property in the areas in the various police districts is stated to be £218,575,440.

The net cost of police for the year ending March, 1910, was £4,811,101, of which £1,710,102 was incurred in the metropolitan district; £1,524,040 in boroughs; £1,449,733 in counties; and £118,112 in the City of London.

The net cost of police employed in ordinary duties per constable was higher in the City of London, where it was £114 per officer, the Metropolitan Police district coming next with £100, the boroughs third with £100, and the counties last, where the net cost was £96 per man.

COMPANY MEETING.

H. PRICE AND CO., LD.

The annual ordinary meeting of shareholders of H. Price and Co., Ld. was held at the Company's offices to-day at 12.30 p.m. Mr. Chan Kai-ming presided and there were also present Messrs. A. Rumjahn, Lau Po-wing, J. J. Blake, A. R. Lowe, P. Loureiro, C. Mooney and A. Charlton, Secretary.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen.—The report having been in your hands now for some days, I will with your permission follow the usual custom, and take it as read. My predecessor who occupied this chair at the last annual meeting stated that he saw no reason why our business should not continue to increase, as our policy has ever been to offer the public the best value. This anticipation, I am happy to announce, has proved correct, as in spite of the fact that we last year gave up the agency of a most widely advertised whisky of which we sold on the average about 300 cases a month, and in spite also of the fact that last year there were abnormal quantities of liquors sold at the auction rooms in consequence of some firms giving up their liquor business, our business for the past year showed an increase over the previous year. Our turnover during the first quarter of this year has also shown an increase. You will be pleased to learn that we have secured the contract to supply the Royal naval canteen in Wei-hai-wei from the 1st July next with the same brand of beer as has been supplied by us for some time past to the naval canteens here, and in Canton, and in order that our contract may be carried out to the full satisfaction of the naval authorities as has been done here, we will send one of our assistants to Wei-hai-wei to look after our business. Our principal brands of wines, spirits and beers are imported direct from some of the biggest and most well-known distillers, brewers, and wine growers, from whom we hold the sole agencies, and whose products are popular all over the world. We pay no intermediate commission, and are thus able to place their goods before the public at rock bottom prices. As our business increases we require additional capital, and for this reason we have decided to issue the 3,000 un-allotted shares, balance of the 15,000 shares authorized to be issued by our articles of Association, at $12 per share, which is 20 per cent. premium on a $10 paid up share. The premium will be set aside for the reduction of the good-will account. The new shares are issued to shareholders pro rata to their holdings, but in order to enlist the continued support of our customers and constituents, our managing director, who is entitled to a great portion of the new issue, will be glad to give them some out of his allotment, if they wish to become shareholders. All our known bad and doubtful debts have been written off, and after providing a reserve of $5,000 for bad and doubtful debts, our divisible profit for the year ending 31st. December 1910 is $33,063.68, of which we propose to pay a dividend of 15 per cent., viz., $1.50 per share, to write off good-will account $10,000, and to carry to this year's account, $5,063.68. Our expenses, as a result of the Liquor Ordinance, which necessitates the keeping of an extra set of books, an increase of staff, the running backwards and forwards for permits, etc., to the Imports and Exports Department, the upkeep of a licensed warehouse and the payment of a licence fee for the warehouse, together with our increased business, have been necessarily heavier than previous years, and we therefore welcome the proposal of the Government for the concentration of all licensed warehouses for European wines in one place, from which permits could be issued, the cost of warehousing would be comparatively cheaper than what we are now paying, and the licence fee for the warehouse would in all probability be waived by the Government. If the scheme of the Government goes through, we will be able to materially reduce our expenses, as we are now paying every month hundreds of dollars for warehousing our dutiable goods. Our branches and agencies are doing their utmost to popularise the brands for which we hold sole agencies, and their sales are very satisfactory. I think, gentlemen, I have given you all the information in my power to give, and shall be pleased to answer any questions that may be put to me to the best of my ability.

Mr. Blake thought that, seeing they had such a magnificent year's work, they should give the staff some slight remuneration. He would move that they be given a bonus of at least half a month's salary.

The chairman said that the matter would be put before the directors, and if practicable they would do it. He then moved the adoption of the report.

Mr. Blake seconded and the motion was carried.

This completed the business of the meeting, which then closed.

THE CORONATION.

DEPARTURE OF THE VOLUNTEERS.

The detachment of the Hongkong Volunteers, under Lt.-Col. Chapman, who are to represent the civilian force of the Colony at the Coronation of King George IV., left this morning by the P. & O. s.s. Assaye.

The small force met at Blake Pier about eleven o'clock, a large number of their relatives and friends coming to say good-bye.

The pier was crowded, and a hearty send-off was given the gallant citizen soldiers who will march through the streets of London on June 22, in honour of their King.

Blake Pier was alive with flowers, for not only did the departure of the Volunteers attract a large crowd, but at least a hundred tourists also left the Colony, on the Assaye or the Mongolia.

Captain Agge, A.D.C., represented the Government on this occasion, and a number of leading residents were also present.

Some disappointment was expressed that the Corps did not parade to give their representatives an official send off, but doubtless the exigencies of business life made this impossible.

The following are the Volunteers who left by the Assaye to-day:—

Lt.-Col. Chapman, O.C., Capts. G. P. Lammert, Armstrong, and M.S. Northcote; and Sergeant Day.

The little force will probably be joined in London by Captain Wood, who has just left for home via Siberia, and Lieut. Russell, Sergt. McIver, Sergt. Wright and perhaps by Company Sergt. Maj. and Opl. Frith.

Sergt. Hayward, owing to private reasons, was unable to accompany the contingent to London.

SUNDAY SERVICES.

Peak Church.—Holy Communion, at 8 a.m.

St. John's Cathedral, Hongkong.—30th April; 2nd Sunday after Easter. Holy Communion, 8.15 a.m. Martins, 11 a.m.: Responses, Ferial; Venite, Hindle; Psalms of the 30th morning; Te Deum, Lawes, Cooke and Hopkins; Benedictus, Barnby. Holy Communion, 11.45 a.m.: Hymns, 140, 259 and 197; Kyrie, Hiles in G. Evensong, 6.45 p.m.: Responses, Ferial; Psalms, of the 30th evening; Magnificat, Nunc Dimittis, Maunder in G.; Anthem, "Sing praises."—Gounod; Hymns, 13, and 426; Sevenfold Amen; Preacher, Rev. C. E. Thompson, B.A.; Voluntary, Fantasie and Fugue—Bach.

Union Church, Kennedy Road.—Minister, Rev. C. H. Hickling. Public Worship, 11 a.m. and 6 p.m. Communion at 12 noon. 4 p.m., Distribution of Rewards in Sunday School.

St. Andrew's Church, Nathan Road, Kowloon.—2nd Sunday after Easter 30th April. Morning Service at 11 a.m. Holy Communion at noon, Sunday School at 2.30 p.m., in British School. Evening Service at 6 p.m.

German Chapel, 11 a.m., German Service, Pastor J. Muller.

The will of the late Joseph Henry Houdsworth, racehorse owner, has been proved, the personalty being sworn at £327,507. The deceased bequeathed £20,000 to charities, mostly in Scotland, and £5,000 to James Ryan, a Newmarket trainer.

SPECIAL TELEGRAMS.

MONGOLIAN OUTBREAK.

HEAVY FIGHTING NEAR TSITSIHAR.

GOVERNMENT TROOPS DEFEATED.

["INDEPENDENT NEWS" AGENCY.]

Tokio, April 29.

The Mongolian tribes have risen against the Government in the neighbourhood of Chitihar, (Tsitsihar ?), and have defeated the Government troops.

A score of tribes have joined the movement, and have attacked and burned a number of villages. They cruelly tortured the natives, for the most part burning them to death.

On receipt of the news, the Governor of the Amur Provinces at once despatched a large force of soldiers to the scene, and after a fight these succeeded in quelling the outbreak for the moment.

On the way back, however, to headquarters the soldiers were ambuscaded by a large force of rebels, and more than a hundred were killed. The remnant have retired on Tsitsihar.

PLAGUE CONFERENCE.

DELEGATES LEAVE MUKDEN FOR PEKING.

["INDEPENDENT NEWS" AGENCY.]

Tokio, April 29.

The Plague Conference at Mukden closed yesterday.

The various delegates, representing ten separate nations, have left for Peking, where they will be received in audience by His Imperial Highness the Prince Regent.

Dr. Kitazato, who did such good work during the virulent stages of the outbreak, has been appointed spokesman of the various committees, and will explain to the Regent the results of the conference.

COUNCIL OF THE UNIVERSITY.

The following are the first members of the Council of the University of Hongkong.

Sir Frederick John Dealtry Lugard, K.C.M.G., C.B., D.S.O. Chairman.

Treasurer of the University, Hon. Sir Catchick Paul Chater, Kt., C.M.G.

Director of Public Works, Hon. Mr. William Chatham, C.M.G.

The Registrar General, Hon. Mr. Arthur Wenbolt Brewin.

Principal Civil Medical Officer, Hon. Dr. John Mitford Atkinson.

Director of Education, Mr. Edward Alexander Irving.

Hon. Mr. Henry Edward Pollock, K.C.

Mr. Murray Stewart (Hon. Mr. Cecil Clementi, Acting).

Hon. Dr. Ho Kai, C.M.G., M.B., M.R.C.S.

Hon. Mr. Wei Yuk, C.M.G.

Mr. Lau Chu Pak.

A MONEY LOAN ASSOCIATION.

This morning before Mr. Justice Hazeland, Mrs. L. Gutierrez sued a Chinese woman, named Ah Choy, to recover $28, due under an agreement of the Money Loan Association.

The plaintiff's case was that she was invited to join the Money Loan Association. She agreed to do so and to pay for 26 months at the rate of $3 per month. After being in the association fifteen months, she drew a lot, entitling her to $78, conditional upon her paying $3 per month for the remaining 11 months.

To make sure of the money $33 were deducted so that she was entitled to $45. Of this she had only received $17 and was now suing to recover the balance of $28.

The defence was that of the $48 due $25 were paid to the plaintiff, while the balance was used as futher subscription to the society at plaintiff's request.

His Lordship entered judgment in favour of the plaintiff with costs.

UNIVERSITY OF HONGKONG.

The following are the first members of the court of the University of Hongkong:—

CHANCELLOR.

a His Excellency Sir Frederick John Dealtry Lugard, K.C.M.G., C.B., D.S.O.

MEMBERS.

b Anderson, His Excellency Major-General Charles Alexander, C.B.

b Atkinson, Hon. Dr. John Mitford.

b Badeley, Hon. Mr. Francis.

Joseph (Hon. Capt. Frederick William Lyons, acting).

b Barnes, Hon. Mr. Warren Delabere (Hon. Mr. Cecil Clementi, acting).

b Brewin, Hon. Mr. Arthur Winbolt.

a and c Cheung Pai Sz.

a and b Chater, Hon. Sir Catchick Paul, Kt., C.M.G.

b Chatham, Hon. Mr. William, C.M.G.

g Chan Chik Yu.

g Chang Kang Yu.

g Chau Siu Ki.

g Chiu Yu Ting.

a and c Clark, Dr. Francis William.

f Ede, Mr. Charles Montague.

a and c Gibson, Dr. Robert MacLean.

b Hewett, Hon. Mr. Edbert Ansgar.

a, b and c Ho Kai, Hon. Dr., C.M.G., M.B., M.R.C.S.

b Irving, Mr. Edward Alexander.

a and c Jordan, Dr. Gregory Paul.

b Keswick, Hon. Mr. Henry.

d Lau Chu Pak.

a, c and e May, His Excellency Sir Francis Henry, K.C.M.G.

a Mody, Sir Hormusjee Nowrojee, Kt.

g Ng Hon Tsz.

g Ng Li Hing.

b Osborne, Hon. Mr. Edward.

a and c Pearce, Rev. Thomas William.

b Piggott, His Honour Sir Francis Taylor, Kt.

a b and c Pollock, Hon. Mr. Henry Edward, K.C.

d Pozzoni, The Right Reverend Bishop.

b Rees Davies, Hon. Mr. William, K.C., (Hon. Mr. Chaloner Gronville Alabaster, acting).

f Robertson, Mr. Herbert William.

a and c Scott, Mr. James Henry.

h Sethna, Mr. D. K.

f Stabb, Mr. Newton John.

f Stewart, Mr. Murray.

b Thomson, Hon. Mr. Alexander Macdonald.

d Victoria, The Right Reverend Gerard Heath Lander, Bishop of.

b Wei Yuk, Hon. Mr., C.M.G.

a Life Members.

b Ex-Officio.

c Court of College of Medicine.

d Selected by Governor from nominees of Grant Schools.

e Non-resident.

f Nominated by Governor in Class I.

g Nominated by Governor in Class II.

h Nominated by Governor in Class III.

The Vice Chancellor will be nominated by the Council and appointed by the Court; the Pro-Vice-Chancellor will be nominated by the Court and the Pro-Chancellor elected by the Court.

LOG BOOK.

WOMAN DISGUISED AS SAILOR.

A romantic story is told by Captain de Broin, of the French barque Noemi, which has arrived at Newcastle (Australia) from Monte Video. Before the vessel left that port for Newcastle several sailors were shipped as members of the crew. The ship had been at sea two days when one of the new sailors interviewed the captain and astounded him with the information that one of the "men" taken on board at Monte Video was his (the sailor's) wife. Apparently the woman had taken this course in order that she might not be separated from her husband. However, she found the life of an ordinary seaman even harder than she had anticipated, and although none of the other sailors had discovered that she was a woman her husband decided to put an end to the masquerade. Captain de Broin, on learning the woman's identity, immediately arranged for her accommodation in another part of the ship, and she completed the voyage as a passenger.

THE NORDDEUTSCHER LLOYD.

Following closely upon the Hamburg-American Company's report comes the annual statement of the directors of the Norddeutscher Lloyd. Between them these two undertakings own about 1,800,000 tons of shipping, and their flags fly in almost all the navigable waters of the globe, says the "Shipping Gazette." With ramifications so wide-spread, it might almost be assumed that a certain measure of success was always assured. But, as everybody knows, these gigantic undertakings have not escaped in recent years the troubles which have affected nearly every steamship enterprise. The fact that you have your eggs distributed in many baskets is, in truth, no guarantee of sustained dividend-earning power. On the other hand, when improvement does set in, its influence is more or less far-reaching. Worse this in the case of both the big German companies. The Norddeutscher Lloyd shareholders have had no dividend for two years. On this occasion they get 3 per cent. The "market," no doubt, expected 3.1-2 or 4 per cent. But the directors are desirous, as they say, of consolidating the company's position. That they are wise is not to be questioned, for the recovery of the company has been somewhat less rapid than that of the Hamburg-American Line.

If a somewhat subdued note is to be detected in the reports of both of the German companies it is not at all surprising. They seemed up to about 1908 to be carrying all before them. Then began one of those cycles of depression which coincided unfavourably with large shipbuilding commitments. Even the most gigantic steamship enterprises may overbuild, and that the Norddeutscher Lloyd in particular moved too rapidly in this direction is obvious. The pendulum has now swung rather violently the other way. The company has at present no building programme. It possesses a powerful and up-to-date fleet. Some of its finest greyhounds have been the subject of structural and other improvements which put them on a par with any of their rivals. For the moment the Norddeutscher Lloyd is content to sit and look on while its Hamburg rival builds a 50,000 ton mammoth and an oil-engined liner. The directors consider that they may reasonably wait and see how pending shipbuilding developments turn out.

All this indicates a policy of self-restraint which is to be commended. If the Norddeutscher Lloyd found itself able to distribute 8 per cent., instead of 3 per cent., its decision might excite criticism. As it is, it is not easy to question its propriety. After all, the interests of shareholders should count for a good deal, and an organisation which in their interests decides upon a certain measure of breathing-time is not likely to forfeit confidence.—"Shipping Gazette."

Several cases of bubonic plague have been reported in New Zealand.

HONGKONG'S TREASURY.

The financial statement for the month of February issued by the Treasurer, Honourable Mr. A. M. Thomson, shows the balance of assets and liabilities on 31st January 1911 to be $1,446,070.37 and the revenue from the 1st of February to the 28th $514,246.35. The total is $1,960,316.72. Subtracting an expenditure during February of $409,482.35, a balance of $1,550,834.37 remains. Detailing the liabilities, the Treasurer sets out deposits not available, to amount to $227,401.35 and Crown Agents' Advances $5,036,770.57. There are other small items, and the whole make a total of $5,269,906.49. The assets are: Bank balance $123,370.57; subsidiary coins $342,513.34; advances $66,857.56; imprest, $46,823.36; railway construction $6,232,605.38; Crown Agents current account $8,660.65—making a total of $6,820,830.86.

A SHORT SERMON.

FROM EVERLASTING TO EVERLASTING.

Nevertheless the foundation of God standeth sure.—II Timothy, ii, 19.

"The soul's emphasis is always right," says Emerson.

The senses may err or be misled, but the soul, by its divine relationship to the Maker, is held in the path of truth.

Higher even than what we think is what we feel.

Infinitely above what can be proven and demonstrated are those intangible things which Are; those unseen powers and forces which constitute the "foundation of God."

In human experience they are best exemplified by affection, by what we call love.

Human love is based upon something that cannot be explained. It disdains reason, cause and circumstance, being a law unto itself and confounding all who seek its source.

Then there is hope. Upon what is this builded? Who shall analyze it? Of what parents did it first spring?

To trace the origin of such force the untrained eye of the humblest and least learned among the unknown masses is as capable as the skilled sight of some master, whose research is aided by every known contrivance.

The sum of all search in these directions is this,—we are not sure.

That is the mind's answer.

The soul says "I know!"

In this it echoes the verdict of the eye, gazing into the measureless depths of the star-dusted heavens.

In this it echoes the verdict of the ear, catching the song of the winds or the huge purring of the sea.

In this it affirms what every student of nature admits at heart, —that back of the perfect laws of sowing and reaping; of reproduction in kind of leaf and fruit, is the Lawgiver.

The foundation standeth sure.

In the silent watches, when we hold converse with the soul, we see the clouds of doubt fade against the skies. In the hour of grief we feel the Hand and hear the Voice. In those bursts of joy which mark the high tides of life here, we catch strains of the chorus.

At such times the soul comes into an assurance beyond words. No longer is God a matter of debate or argument; no longer does doubt assail faith.

We know, not because we can prove or demonstrate, but because we know. Just as we know we love; just as we know there is such a thing as hope, though proof be impossible.

It is this knowing that keeps us up and on the march, despite the stumbling, the darkness which at times overcomes us, the pitfalls and the steeps.

It is this absolute assurance that the "foundation of God standeth sure" which minimizes the setbacks and sweetens the bitter draughts.

So long as the soul asserts this, we have no need to fear. On the flawless rock of eternal power our real strength is based. Whatever prospect is spread before the eyes, the soul sees a fortress and within that fortress, no longer fearful, it may find a foretaste of the better estate which must lie beyond this "tent," in which we take our one day's rest.

For the soul affirms eternity.

SPRING TAILORMADES FROM PARIS.

THE SHORT COAT TRIMMED WITH WIDE PERFORATED BRAID IS THE POPULAR STYLE.

The new spring models are now to be seen everywhere—not only in the great ateliers and shops, but also on all those fair Parisiennes who like to be well in the forward van of fashion. Some years ago the signal for the wearing of spring fashions was the Concours Hippique. Now—long before that spring festival—Parisiennes are donning their straw hats and their spring tailormades. The other day I lunched at that extra-select restaurant at Versailles which is called the Trianon Palace, and which is designed and furnished in the most approved eighteenth century style, with the addition of all the latest modern comforts and a few very modern English comfortable lounges.

DARK COLOURED MILLINERY.

At this rendezvous of the elegant world it seemed that all Paris was lunching. Since the advent of motors, Parisians have been more and more addicted to lunching out on Sundays at the smart and fashionable restaurants that are established at Versailles, St. Germain, Ville d'Avray, and such charming spots, and the throng of motors that flock to these resorts at mid-day is truly formidable. Here too we can have a fine view of the latest fashions, for, needless to say, these so-called country spots are frequented by the very smartest of the smart. I noticed at several tables many fashionable beauties all in their Sunday best. There was not a single winter hat in the large saddle. Each and every woman—and there were quite 500 lunching there—wore a toque or a wide-brimmed hat of tagal or crin. Dark colours prevailed—indeed were in the largest majority—and many were trimmed with huge widespread bows of black or dark toned velvet, giving the head gear a more wintry look than they will have in a few weeks.

THE NEW TAILOR-MADES.

Most women, too, were wearing their new spring tailor-made gowns. The weather was so sweet and balmy that there was not a single winter cloak to be seen. I note a decided tendency towards the short coat on all the trotteur costumes, which indicates the near advent of the bolero. A favorite trimming, too, is very wide braid of a perforated design that is laid on over some contrasting tone of colour, which makes a happy effect of adornment. Thus a very fine dark-blue serge was trimmed with wide black perforated silk braid, that was laid on to very bright turquoise-blue taffetas, which gave a very charming note to the costume. The braid—quite a quarter of a yard wide—was laid on flat around the the shoulders and crossed in front, finishing low down on the jacket—in fact, came to its very edge. On the skirt a wide band of the same braid formed a deep hem. The coat—short to the hips—was lined with the turquoise taffetas.

THE RUSSIAN BLOUSE.

Another model, I note, which seems fair to become first favourite is the Russian blouse, confined to the waist with a fancy belt of leather. Yet another novelty is the tailor costume of rough serge, fine or coarse, that is finished off at the neck and wrists with wide collar and turned-back cuffs of soft creamy batiste. Of course, the batiste is embroidered and hem-stitched. In Henry Bataille's new play, Mlle. Sylvie wears a tailor gown that gives the modern note, and which will doubtless be repeated by the famous couturier who designed it many times this season. It is a short-skirted, short-jacketed gown of periwinkle-blue silk poplin. The coat is cut at the waist, where it is long-thened out with a basque rapporte, that is fastened with three fancy embroidered buttons and edged with wide silk braid. Both braid and buttons are the same colour as the robe, but here and there a tiny note of cerise is introduced as a piping around the buttons—a most original note. The fronts of the coat, the sleeves, and the bottom of the skirt are all adorned with this embroidered braid. The open fronts of the jacket reveal a jabot of old Mechlin lace, and there are flots of the same lace at the wrists.

PHILHARMONIC SOCIETY'S CONCERT.

Last night the Philharmonic Society gave a very successful concert in the St. George's Hall. There was a very large attendance, amongst whom was Lady Lugard, one of the vice-presidents of the society.

The programme opened with the orchestral selection "Liebestraum" (by F. von Blon), which was rendered by a band of 20 instrumentalists, under the baton of Mr. Denman Fuller. The rendering was excellent and called forth enthusiastic applause.

Mrs. Schofield with Goring Thomas' "Le Baiser" scored a huge success, for the excellent manner in which she handled her fine voice, and the clarity of her enunciation, was everything that could be desired.

Cesar Franck's "Sonata" for violin and piano, given by Messrs. Timmersheidt and Dannenberg, proved very popular and was heartily applauded.

The next item was a duet, "Nocturne" by Chaminade, which was rendered in fine style by Dr. and Mrs. Schofield. The audience waxed rapturous over what was easily the triumph of the first part, and an encore was demanded and given.

Mr. Denman Fuller is already too well known to need any great description of his rendering of Mendelssohn's "Presto and Molto Allegro" (Piano Concerto No. 1.) which was accompanied by the orchestra under the conductorship of Mr. E. J. Chapman. The performance was of a wonderfully high order, and the encore demanded was more than justified. In response to the call Mr. Denman Fuller gave a further pianoforte solo.

The second part of the programme was taken up with the rendering of Coleridge's "Ancient Mariner," set to music by J. F. Barnett. No band parts were available for the work, and the piece throughout was orchestrated by Mr. Denman Fuller, in a style which is worthy of the highest commendation. The chorus of over thirty members showed the results of careful coaching, and the style of rendering left nothing to be desired. The balance throughout was good.

Mesdames Stainer and Goldsmith as soprano and contralto soloists respectively, gave very fine performances. The tenor and bass parts were sustained by Messrs. S. Moore and F. Austin respectively in excellent style. The whole concert was an unqualified success and the society deserves every congratulation on the fine programme prepared.

JOHN THOMAS COTTON.

VETERINARIAN

(Qualified).

No. 1, Queen's Road East,

HONGKONG.

20th April, 1911. [1005

DRAUGHT

ALE & STOUT,

in Jars of from 1 to 5 gallons and

syphons of from 1 to 6 gallons

H. PRICE & CO., LTD.,

12, Queen's Road Central,

HONGKONG.

Hongkong, 20th April, 1911.

Intimations

BUTTER.

OUR "DAISY" BUTTER is the finest quality Table Butter imported.

We stock three other brands at prices to suit all.

The Dairy Farm Co., Limited.

POPULAR "ASAHI" BEER

Note our Price $12.00 per case containing 4 dozen quarts or 6 dozen pints.

Hongkong, 7th April, 1911. [34

To-day's Advertisement.

CAUTION.

WHEN Submarines are taking in petrol at the Asiatic Petroleum Company's Wharf at Tai Kok Tsui, a Red Flag will be hoisted at the Flag Staff at pier head also Red Flags will be placed on the Buoys to N. and W. N.W. of such pier.

No ship, launch or other vessel shall approach this Wharf or within 250 yards of such when the Red Flags are hoisted and all traffic shall pass to the Westward of the Buoys when flying Red Flags.

C. W. BECKWITH,
Commander, R.N.,
Harbour Master, &c.

Hongkong, 28th April, 1911.

CAUTION.

AS Submarines will be constantly exercised in the vicinity of this Port and in view of the difficulty that passing vessels have in observing these Boats, a large Square Red Flag will be displayed from the vessel in company with the Submarines (usually a Destroyer or Gunboat) and this Flag will be flown whenever Submarines are practising in the Waters of the Colony or those adjacent to it.

The vessel flying the Red Flag should be given a berth of at least one mile. When, however, this from any reason cannot be given, the vessel flying the Red Flag must be approached at a slow speed and a good look out kept for Submarines, until the approaching ship can be warned by word of mouth of the danger zone.

C. W. BECKWITH,
Commander, R.N.,
Harbour Master, &c.

Hongkong, 28th April, 1911. [1007

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong		From Quebec.	
"Empress of India"	Satur., April 29.	"Allan Line"	Fri., May 26.
"Empress of Japan"	Satur., May 20.	"Empress of Britain"	Fri., June 16.
"Empress of China"	Satur., June 10.	"Allan Line"	Fri., July 7.
"Monteagle"	Wed., June 28.		
"Empress of India"	Satur., July 1.	"Empress of Ireland"	Fri., July 28.
"Empress of Japan"	Satur., July 22.	"Allan Line"	Fri., Aug. 18.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia; and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ...£43 Via New York ...£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
S'APORE, SAMARANG & SOURABAYA	SUISANG*	Monday, 1st May, 2 p.m.
SHANGHAI, KOBE, & MOJI	KUTSANG*	Friday, 5th May, Noon
MANILA	LOONGSANG*	Saturday, 6th May, 2 p.m.
SINGAPORE, PENANG & CALCUTTA	NAMSANG*	Monday, 8th May, Noon.
TIENTSIN	CHEONGSHING*	Tuesday, 9th May, Noon.
SANDAKAN	MAUSANG †	Wed'day, 17th May, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215. General Managers.
Hongkong, 29th April, 1911. [8

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER and SEATTLE via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"SUVERIC"	6,232	F. S. Cowley	4th May
"KUMERIC"	6,252	G. B. McGill	30th May
"LUCERIC"	6,400	J. Mathie	30th June

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Lucerie" and "Oriental" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 19th April, 1911. [805

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	Expected on or about	From	Will leave on or about	For
Tjiliwong	1st half May	JAVA	1st half May	SHANGHAI.
Tjilatjap	—	—	1st half May	JAVA
Tjibodas	1st half May	JAPAN	1st half May	JAVA
Tjimahi	1st half May	JAVA	2nd half May	JAVA
Tjipanas	2nd half May	JAPAN	2nd half May	JAVA
Tjikini	2nd half May	JAVA	2nd half May	JAPAN
Tjitaroem	1st half June	JAVA	1st half June	SHANGHAI.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
Telephone No. 875 York Buildings. [974

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

Projected Sailings from Hongkong—Subject to Alteration

Destinations.	Steamers.	Sailing Dates, 1911
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID....	AKI MARU, Capt. K. Homma, Tons 7,000	WEDNESDAY, 10th May, at Daylight.
	MISHIMA MARU, Capt. A. E. Moses, Tons 9,000	WEDNESDAY, 24th May, at Daylight.
	KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 7th June, at Daylight.
VICTORIA, B.C., & SEATTLE ...	§ KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 20th May, from KOBE
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	†,§ AWA MARU, Capt. Irizawa, Tons 7,000	TUESDAY, 23rd May, at 4 P.M.
	INABA MARU, Capt. S. Tominaga, Tons 7,000	TUESDAY, 20th June, at 4 P.M.
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winckler, Tons 6,000	FRIDAY, 12th May, at Noon.
	YAWATA MARU, Capt. J. Nagao, Tons, 5,000	FRIDAY, 9th June, at Noon.
SHANGHAI, MOJI & KOBE	‡ HAKATA MARU, Capt. A. Mocker, Tons 7,000	WEDNESDAY, 10th May.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. J. Nagao, Tons 5,000	WEDNESDAY, 10th May, at Noon.
KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	THURSDAY, 11th May, at 11 A.M.
BOMBAY, &c. ...	‡ BINGO MARU, Capt. S. J. G. Parrons, Tons 7000	TUESDAY, 2nd May.

§ Fitted with new system of wireless telegraphy ‡ Cargo only.
* Carries deck-passengers. Calling at Keelung and Shimizu.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE To London, per New Steamer	
			1st class Single	Y550
			" Return	825
			2nd class Single	360
			" Return	540
			Old Str. 1st class Single	500
			" " " Return	750
			" " 2nd class Single	340
			" " " Return	495
Aki	" ...7,000	10th May		
Mishima	" ...9,000	24th "		

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE. To Pacific Coast Common Points	
			1st class Single	...£30
			2nd "	...£21
			To London via New York 1st class Single	...£60
			" via St. Lawrence 1st class Single	...£69
Awa	" 7,000	23rd May		
Inaba	" 7,000	20th June		

With option of rail between calling ports in Japan.

Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to freight, Passage Sailing, &c., apply to

T. KUSUMOTO,
Manager. [5

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.	
SHANGHAI	"CHENAN"	29th April,	M'night.
HAIPHONG	"SUNGKIANG"	1st May,	Noon.
AMOY, TSINGTAU, CHEFOO & NEWCHWANG...	"NANCHANG"	1st "	Noon.
MANILA, CEBU & ILOILO	"TEAN"	2nd "	4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS ...	"CHANGSHA"	3rd "	4 P.M.
TIENTSIN	"KUEICHOW"	5th "	4 P.M.
HAIPHONG	"SINGAN"	6th "	Noon.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

☞ AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

☞ MANILA LINE.—Twin Screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

☞ SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhua,*)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—$45 single, $80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.
Telephone No. 36. Agents.
Hongkong, 28th April, 1911. [9

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, TO Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

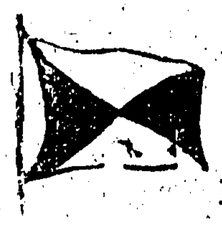
Next Sailings from Hongkong:

OUTWARD.		HOMEWARD.	
For Shanghai, Kobe & Yokohama:		For Rotterdam, Hamburg & Antwerp:	
S.S. Friedrich	6th May	S.S. Belgravia	4th May
" Scandia	18th May	For Havre, Bremen & Hamburg:	
" Slavonia	4th June	S.S. Suevia	10th May
" Segovia	15th June	For Rotterdam, Hamburg & Antwerp:	
" Spezia	1st July	S.S. Sachsen	26th May
" Silesia	12th July	For Marseilles, Havre & Hamburg:	
" C. Ferd. Laeisz	28th July	S.S. Bayern	30th May
		For Rotterdam & Hamburg:	
		S.S. Arcadia	2nd June

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 28th April, 1911. [956



HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO...	4000	M. C. Smith.	MANILA, CEBU & ILOILO	SATURDAY, 29th Apr., 4 P.M.
RUBI	4000	S. Crosby ...	MANILA, CEBU & ILOILO	WEDNESDAY, 10th May, 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 21st April, 1911. [14

DOUGLAS STEAMSHIP CO., LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang...	Capt. A. E. Hodgins...	TUESDAY, 2nd May, at 11 A.M.
Haitan ...	Capt. J. S. Roach.....	FRIDAY, 5th May, at 11 A.M.
Haiching..	Capt. W. C. Passmore	TUESDAY, 9th May, at 11 A.M.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Haimun...Capt. J. W. Evans	SUNDAY,	30th April, at 10 A.M.
	WEDNESDAY,	3rd May, at 11 A.M.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,
957] General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
Empire	April 7.	May 2nd, at 11 A.M.
St. Albans	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents. [967

TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE.

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG
(Subject to Alteration.)

Steamer	Tons	Captain	Date of Sailing.
* America Maru	11,000	A. G. Stevens	Friday, May 5, 1 p.m.
† Tenyo Maru	21,000	E. Bent	Friday, May 12, 1 p.m.
* Nippon Maru	11,000	H. S. Smith	Friday, June 2, 1 p.m.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.
The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND HONOLULU, on FRIDAY, the 5th May, at 1 P.M.

SOUTH AMERICAN LINE.

(In connection with National Railway of Mexico at Manzanillo).
Only Regular Direct Service to Mexican Peruvian and Chilian Ports
(PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing.
Hongkong Maru	11,000	H. Hinokuma	Saturday, June 17, 1 p.m.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 15, 1 p.m.
Buyo Maru	10,500	K. Hashimoto	Saturday, Oct. 14, 1 p.m.

The Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO AND CORONEL on SATURDAY, 17th June, at 1 P.M.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, *Local Manager.*
808] KING'S BUILDING (Opposite Blake Pier).

COMMERCIAL.

YARN MARKET.

Messrs. Polishwalla and Kotwa write:—Since our last report of the 15th inst. by s.s. "Delhi," the yarn market has remained weak. Buyers show very little inclination to operate owing to the absence of inquiry from the interior, and as the exchange is steadily rising they remain more quiet in the expectation of a further decline in prices.

Sales during the interval are about 700 bales at a reduction of $1.2; and we close with a dull and drooping tendency.

Total sales are 700 bales; unsold stocks 32,500 bales, and sold but un-delivered in the godowns and to arrive 22,000 bales.

HONGKONG SHARES.

Messrs. E. S. Kadoorie and Co. report:—Business shows signs of improvement, a fair amount having been transacted during the week under review.

Rubber in the earlier part of the week came by cable from London as low as 4s. 9d, but has since recovered somewhat; the quotation now being 5s. 3d. Reuter reports that at last week's auction 400 tons were disposed of, this being the second largest auction put through this year. Shares are quiet with an undercurrent of strength.

FREIGHT CIRCULAR.

Messrs Lamke and Rogge report:—The general position of the freight market has changed but little since issue of our last circular, the past fortnight also proved a depressed one, and chartering business remained within very narrow limits. With regard to employment for steamers down-South, orders for prompt loading are almost entirely absent at the time of writing. Saigon millers will however shortly have worked off the extensive contracts entered into with Japan and Europe and arrivals of paddy from the interior proving to be more liberal lately, a better demand for tonnage should set in soon. Reports from the North also speak of demand not being as a fortnight ago, nevertheless regular liners seem to be well employed. Saigon to Hongkong to rate has advanced to 14 cents per picul. There seems to be no signs of a rise in rates until sufficient stock of grain in Saigon allows charterers going in for fresh business.

Saigon-Philippines — Locally no charters have come to pass during the interval, what was offering has been taken by Manila owned boats.

Saigon to Singapore.—A couple of fixtures have been done, the rate working out at 16.15 cents per picul.

Saigon to Java and Java Outward. — Nothing doing in either direction.

Bangkok to Hongkong.—There is no opening for outsiders.

Newchwang or Canton:—Three fresh fixtures are on record on basis of last rates paid.

Coal freights from Japan are unchanged with enquiries for further tonnage.

Fixtures Reported:—Moji or Hongkong $2.—, Port Courbet or Swatow $2.30, Haiphong filling up at Kebao or Swatow $2.35-$2.45, Haiphong or Swatow $2.20, per ton.

Sales:—Some further vessels are reported sold to Japan. S.S. "Jenny," "Dundas," "Indrapura," "Hydra," and "Nanshan," on private terms.

OUR DIARY.

Saturday, 29th April.
Bijou Scenic Theatre, 9.15 p.m.
Empire Cinematograph, 9.15 p.m.
Hongkong Football Club Annual Dinner.

Sunday, 30th April.
Corinthian Yacht Club Race.

Monday, 1st May.
Shanghai Spring Race Meeting.
Seamen's Institute Concert, 8.30 p.m.

Tuesday, 2nd May.
Organ Recital at St. John's Cathedral.

Saturday, 20th May.
Lady Lugard leaves for Japan.
Second Gymkhana Meeting, 3.30 p.m.

Wednesday, 24th May.
Boys' Own Club Athletic Meeting, on the Race Course, 2.30 p.m.

OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

THE MOTOR REGULATIONS.

What means are to be taken for testing the speed of cars? Are the police to be supplied with stop-watches and electrical communication coils? Will "traps" be laid for the unwary and thoughtless motorist? If some such methods as these are not adopted we fail to see what purpose the imposition of a speed limit will serve. It is news to some people to know that electric cars have always been subject to certain limitations of speed. And little wonder. Who in the Colony has ever seen a police officer testing a tramcar's rate of progress, or heard of a conductor being prosecuted for exceeding the limit? If, after all the trouble which has been taken to apply varying speed limits to different areas, this branch of the new orders is to remain a dead letter as the tramcar speed regulations are, then it would have been far more sensible had no definite limits been imposed at all and chauffeurs simply made liable if they drive in such a manner as to constitute a danger to the public. However, as we say, it is only right and proper that the regulations, have been officially approved, should be given a fair trial. As to how they will operate in actual practice we can, to use Mr. Asquith's now historic phrase, only "Wait and See."

Daily Press.

THE RAILWAY.

What all the criticism amounts to is simply that we have not cut the coat according to our cloth. We expected to get a railway costing half a million sterling or thereabouts, and we have instead one which has cost more than double that amount, the additional cost being largely due to alterations of the original design in accordance with the "larger view" which was taken after the work of construction had actually commenced—and the taxpayers had absolutely no voice in the matter. They knew little or nothing about these things, in fact, until the bill was presented, and the Hon. Mr. Hewett, though a member of the Executive Council, appears to have known no more than the man-in-the-street. The grounds of criticism, as the Hon. Mr. Hewett was careful to observe, refer to a time prior to the governorship of H. E. Sir Frederick Lugard, who has certainly shown by his annual railway statements that he has exercised a close supervision over the expenditure to which the Colony had been committed. When all is said and done the mainspring of the discontent is seen to be that the taxpayers who have to foot the bill were not taken into the confidence of the Government when the plans were being settled, and were consequently misled into believing that they would be getting a railway at a cost approximating to the estimate furnished by Mr. Bruce.

South China Morning Post.

RED REVOLT.

With terrible swiftness the long threatened storm has burst over Canton; and, as will be seen from the telegrams which we give on another page of this issue, the leading city of Southern China has been the centre of a rising. Ever since the assassination of the Tartar-General took place there has been distinct evidence that more serious trouble was brewing and if it has come at last it has arrived at least with appalling force. It is to be hoped that the outbreak will quickly pass, but it is to be feared that it is too deeply rooted to be suppressed without considerable difficulty. China moves, as is so often said, with laborious effort; and though much may be heard of the strength of the reform movement, at least, the people, if not the Government itself, are instinctively opposed to many of the changes which the new spirit has called forth. What may pass among the progressive men of the capital is not necessarily acceptable to the more conservative South, more particularly if the modern movement causes changes in the daily lives and customs of the people. For this reason the energetic policy of the present Viceroy was bound to have created a feeling of indignation among the people who, having no wish themselves to be reformed, were by no means anxious to be taxed with those who had. Change of custom and the new taxation arising from the alterations, however, were but the breezes which fanned the flames of fires that were fed in the first place on the anti-dynastic sentiments of the masses.

CHINESE IN AUSTRALIA.

A MAN GRANTED CONVERSION.

Dubbo, Monday.—A very important decision was given by the Land Appeal Court at Dubbo on Thursday respecting unnaturalised Chinamen holding land. Chern Lee had had his application to convert his homestead selection into a conditional purchase refused by the Land Board, and he now appealed. The appeal was upheld in the following decision:—

The appellant, a Chinaman, is not a naturalised subject. He made application under provisions of section 43 of the Crown Land Act of 1908 for a homestead selection. This, we understand, was taken up in 1907 by one Angus M'Kenzie in his name, and a homestead grant was executed in 1903. The land became subject to a mortgage. The land was disposed of by the official assignee, and the appellant, we understand, became the registered holder of the selection, subject to the mortgage held by the commissioners of the Government Savings Bank. The Land Board has disallowed his application for conversion, finding that he is a Chinaman who did not give notice of his intention to apply for naturalisation, nor does he ask to amend his application. It is not apparent that the applicant, by becoming naturalised, would be successful. Section 3 of the Act of 1888 provides that after its passing no certificates of naturalisation should be issued to any Chinaman. The Commonwealth Naturalisation Act 1903, which by section 13 transfers the right to issue certificates of naturalisation from the State Governor to the Governor-General, does not entitle an aborigine, native of Asia, Africa, or the Pacific Islands—expect New Zealand—to apply for certificates of naturalisation. Section 41 of the Act of 1895 provides that an unnaturalised subject should not be qualified to apply for a H.S., C.P.L., S.C.L., S.L., or original C.P., unless he has resided in New South Wales one year, and at the time of making such application he gives a declaration of his intention to become naturalised within five years from such declaration. The Act of 1898 provides, under section 4, that real and personal property of every description may be taken, held, acquired, or disposed of by an alien in the same manner as though from the year in question he were a naturalised British subject. One constituted like the appellant was barred from taking an original C.P., but he could acquire one from the holder and apply for additional land. We read the sections of the 1908 Act to apply to conditions attached to a new holding after it had come into existence, and under conditions precedent. It is not disputed that the appellant is the registered holder, and the person entitled to the equity on the redemption of the H.S. The question is, "Has he applied for his C.P. within the meaning of section 41, which was directed against aliens taking Crown lands in the first instance?" Chern Lee did not do so. He holds the grant, and is seeking to change his title. Under section 3 of the 1908 Act he is entitled to do this, although he is not, and could not be, a naturalised British subject. We sustain the appeal, and remit the case to the Land Board for necessary action. Deposit to be refunded.

AUSTRALIA'S ANNIVERSARY.

The State Government is considering a suggestion that August 22 should be officially recognised as Anniversary Day. In the past the celebrations have been held on January 26, but it seems that the right of that date to the event has been questioned. An authority has told Mr. Holman that January is not the true anniversary of Australia, but only of the landing of the first batch of undesirable immigrants—otherwise convicts—an event concerning which there is no need for rejoicing.

Shipping—Steamers.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
HAIPHONG.....	"HANOI".....	M. Bonhier	789.....	May 1st.

For Freight and Passage, apply to

A. R. MARTY,
24, Des Vœux Road.

Telephone 118.
Hongkong, 28th April, 1911. [1093

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"LIGHTNING,"

Captain E. P. Smith, will be despatched for the above ports on WEDNESDAY, the 3rd May, at 1 p.m.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 27th April, 1911. [1089

Regular Steamship Service to New York,
via PORTS and SUEZ CANAL
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "MONTROSE"... About 4th May.

FOR BOSTON and NEW YORK.
S.S. "MUNCASTER CASTLE" About 11th May.

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 20th April, 1911. [956

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK
(With liberty to call at the Malabar Coast).

THE Steamship

"AFGHAN PRINCE,"

Captain Thomas, will be despatched for the above port on or about the 18th May.

For Freight and Passage, apply to
ARNHOLD, KARBERG & Co.,
General Agents.
Hongkong, 18th April, 1911. [1064

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM & ANTWERP.

THE Steamship

"FLINTSHIRE,"

Captain G. C. Cundy, will be despatched as above about 12th prox.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 24th April, 1911. [1078

Consignees

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:
From London, &c., ex s.s. "Delta" and "China."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 3rd May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 17th April, 1911. [1

Consignees

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU and JAPAN PORTS.

THE Steamship

"AMERICA MARU."

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 29th April, at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered on THURSDAY, 4th May, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or godown and examination of same to be arranged.

All claims must be filed on or before May 10th, 1911, otherwise they will not be recognized.

K. MATSDA,
Agent.
Hongkong, 26th April, 1911. [1083

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"
FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 28th April, 1911. [1090

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "PATHAN"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 26th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.
Hongkong, 26th April, 1911. [1081

MAN CHEONG,
10, WELLINGTON STREET CENTRAL, HONGKONG.
SWATOW DRAWING WORK
Gentlemen and Ladies'
TAILORS & OUTFITTERS.
Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Lace, &c., &c.
Hongkong, 19th January, 1911. [815

ENTERTAINMENTS.

BIJOU SCENIC THEATRE.

(FLOWER STREET.)

CINEMATOGRAPH VAUDEVILLE

THE LATEST PICTURES. POPULAR ARTISTS.

The only place to pass an enjoyable evening.

GRACE WILSON, Expert Dancer,
Opening MONDAY, 1st MAY, 1911.

See Hand Bills—Popular Prices.

37] Lessee and Manager: R. H. STEPHENSON

CAPSTAN MIXTURE

MEDIUM & FULL

In 1/4 lb. Air Tight Tins

W. D. & H. O. WILLS.

TRADE MARK

THE BERNESE ALPS MILK CO
STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.
BOTTLED AT DUNDEE, SCOTLAND.
Agents: F. BLACKHEAD & CO.,
981] HONGKONG & CHINA.

CLARK & CO.

Scientific Opticians,

YORK BUILDINGS,

CHATER ROAD,

Ground Floor

WING HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL. [1093

ENTERTAINMENTS.

THE "Empire" Cinematograph Theatre,

DES VŒUX ROAD CENTRAL, opposite Central Market.

THIS WEEK
Commencing TO-MORROW,
The Beautiful
Artistic
Picture:

"SEMIRAMIS,"

a lavishly mounted BIBLICAL STORY.

Hongkong, 24th April, 1911. [852

VICTORIA SKATING RINK.

5 Sessions Daily.

THE BEST FLOOR.

The Company has decided to reduce the Prices from 1st April, 1911, to the end of the Season.

Hongkong, 24th April, 1911. [850

GRANITE & MARBLE Monuments

C. E. WARREN & CO.

REPAIRS & CLEANING

UNDERTAKEN.

WREATHS. [874

STEAM LAUNDRY CO.
YAUMATI.
Established 1899.

THE only successful Steam Laundry in the Far East. **The only Laundry in the Colony under European Supervision.**

Filtered Water. Regular Delivery. Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a speciality. Depot No. 4, Beaconsfield Arcade. Tel. K82.

R. WOOD,
Manager.
Hongkong, 1st Mar., 1911. [981

'PHONE 482.

HONGKONG MOTOR GARAGE.

TRY OUR
New 40 H. Power
RUBY COLOUR
CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

$7. per hour.

DRAGON CYCLE DEPOT,
63, Des Vœux Road Central. [49

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG
Telegraphic Address "TAIKOODOCK."

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

GRAVING DOCK
787ft. by 88ft. by 34ft. 6 in.
Pumps empty Dock in 2 3-4 hours.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE on QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN.

To-day's Advertisements

TO LET.—GROUND FLOOR OFFICES near Clock Tower; excellent situation. Rental $150 per month payable in advance.—Apply REX, P. O. Box 418.
Hongkong, 29th April, 1911. [1096

The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DELTA,"

Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 13th May, 1911, at Noon, taking passengers and Cargo in connection with the Company's s.s. "Mooltan," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Persia," due in London on the 25th June, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 29th April, 1911. [4

SEEING IS BELIEVING

And that is why the majority of the people here believe, that they can get better fitting glasses at our place, than anywhere else in the Colony.

No charge for sight testing.

Doctors prescriptions accurately filled.

N. LAZARUS,
Ophthalmic Optician,
14, D'Aguilar Street.
Hongkong, 1st April, 1911. [920

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.		
7.30 a.m. to 10.00 a.m.	Every	10 min.
10.00 a.m. to 11.00 a.m.	,,	15 min.
11.30 a.m. to 12.45 p.m.	,,	15 min.
12.45 p.m. to 1.15 p.m.	,,	10 min.
1.15 p.m. to 1.45 p.m.	,,	15 min.
1.45 p.m. to 2.15 p.m.	,,	10 min.
2.15 p.m. to 3.00 p.m.	,,	15 min.
3.30 p.m. to 5.00 p.m.	,,	15 min.
5.00 p.m. to 8.00 p.m.	,,	10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every	15 min.
9.00 a.m. to 9.30 a.m.	,,	30 min.
9.30 a.m. to 10.30 a.m.	,,	15 min.
10.30 a.m. to 11.00 a.m.	,,	10 min.
11.45 a.m. to 12.00 noon	,,	15 min.
12.00 noon to 1.00 p.m.	,,	10 min.
1.00 p.m. to 5.00 p.m.	,,	15 min.
5.00 p.m. to 6.00 p.m.	,,	10 min.
6.00 p.m. to 7.00 p.m.	,,	15 min.
7.00 p.m. to 8.00 p.m.	,,	10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 1st April, 1909.

SHIPS PASSED THE CANAL.

21st April—Kouang Si, Antenor, Canton, Ernest Simons, Poona. 25th April—Ambria, Pak Ling, Satsuma, Bendigi, Peleus, Sambia, Soyo Maru, Christian Nebo, Gneisenau, Neckar. 28th April—Hirano Maru, Lutzow, Nera, Suruga, Tonkin.

Arrivals at Home—21st April—Calchas, Iyo Maru, Princess Alice, Indradeo. 25th April—Derflinger, Mamora, Ernest Simons. 28th April—Iyo Maru, Kanagawa Maru, Nippon, Prometheus.

COMMERCIAL.

EXCHANGE.

Selling.

London—Bank T.T.	1/9⅞
Do. Demand	1/9 13/16
Do. 4 months' sight	1/9 15/16
France—Bank T.T	2.29½
America—Bank T.T.	44⅛
Germany—Bank T.T.	1.85½
India T.T.	135½
Do. Demand	135⅝
Shanghai—Bank T.T.	74½
Sing.—Bank T.T. per H.K. $100	77½
Japan—Bank T.T.	89
Java—Bank T.T.	108⅞

Buying.

4 months' sight L/C.	1/10⅜
6 months' sight L/C.	1/10½
30 days' sight San F'co & N. York	45
4 months' sight. do.	46
30 days' sight Sydney & Melbourne	1/10⅜
4 months' sight France	2.34
6 months' sight do.	2.36
4 months' sight Germany	1.90
Bar Silver	24 11/16
Bank of England rate	3 %
Sovereign	$10.02

SHIPPING NEWS.

MAILS DUE.

Ger. (Prinz Sigismund) 30th inst.
German (Buelow) 4th prox.
American (Persia) 10th prox.
American (Korea) 19th prox.

The A.M.L. s.s. Bloemfontein passed the Suez Canal on 11th inst., and is due here on 5th prox.

The P.&O.S.N. Co.'s s.s. Nile left Singapore for this port on 28th inst., at 7 a.m., and is due here on 3rd prox., at 10 a.m.

The Imperial German Mail s.s. Prinz Sigismund left Manila on 28th inst., at 1 p.m., and may be expected here on 30th inst., at 7 p.m.

The O.S.K. s.s. Seattle Maru, hence on 22nd ult., made Victoria, B.C. on 19th inst. Silk ex this steamer was delivered in New York on 26th inst.

ARRIVALS.

Hanoi, Fr. s.s., 739, G. Bouhier, 28th April—Haiphong and Pakhoi 27th April Gen.—A. R. Marty.

Simongan, Br. s.s., 1,202, H. Vos, 26th April—Chefoo 21st April, Beans.—Order.

Prosper, Nor. s.s. 925, K. Larssen, 29th April—Saigon 24th April, Rice.—A. T. & Co.

Glenstrae, Br. s.s., 3,054, J. McGillivray, 29th April—Miike 21th April, Coal.—S. T. & Co.

Chenan, Br. s.s., 1,350, W. L. Jones, 29th April—Canton 28th April, Gen.—B. & S.

Victoria, Br. s.s., 1,892, Eckerh, 29th April—Canton 28th April, Gen.—J. & Co.

Atrens, Br. s.s., 6,728, J. Riley, 29th April—Singapore 23rd April Gen.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE.

Soshu-maru, for Canton.
Suichoong, for Kwang-chow-wan.
Daijin-maru, for Swatow.
Haimun, for Swatow.
Simongan; for Tjilatjop.
Fukuna-maru, for Hankow.
Kashang, for Canton.
Sexta, for Swatow.
Kwongtah, for Shanghai.
Zafiro, for Manila.
Yuensang, for Manila.
Chunsang, for Amoy.
Empress of India, for Victoria.
Chowtai, for Swatow.
Kwong-chow-wan, for Macao.
Victoria, for Haiphong.
Chenan, for Shanghai.

PASSENGERS DEPARTED.

Per Empress of India, for Shanghai and Vancouver, &c. on 29th April :—

Arnold.	Kent, Capt.
Bergsma, Dr.	Laidgren
Barrett, Dr.	Laurence
Brown, Col. C. A.	Montgomery, A.
Dawson, Miss	Priestly
Dawson, R.	Pattman, H. A.
Dickson, A. J. C.	Parks
Dawson, Thos.	Robson
Darley, Mrs. and maid	Richards, Rev.
Fraser, Miss	Roman, Rev.
Dodd, Mr. & Mrs. C. H.	Shewan, Robert
Edge, Mr. & Mrs.	Shepard, Miss
Grahame, Mrs.	Shepard, N. A.
Hogg, Capt.	Sam Fung, Mr. and Mrs.
Hook, Van.	Sam Hou, Mr. & Mrs.
Hutchinson, Maj. Wallace	Turnbull, D.
Hastings, Mrs.	Wallace, Mr. & Mrs.
Ildefonso, Rev.	White, Mrs. & child
Jenkins, Miss	Yew King Shut
Judah, S.	Zain, Mrs. Murray
Kroff, Miss	
King Wai, Mr. and Mrs.	

PASSENGERS EXPECTED.

Per Atsuta Maru, from London 1st April—Messrs. M. R. Walker, H. F. Rankin, J. van Peristein, T. Hanco, A. R. von Stockhausen, W. P. Thomas, Miss E. Jourand, Mrs. T. Wright, Mr. and Mrs. H. Birkett, Misses Birkett, C. Stokes, Messrs. W. A. Cole, Sunderland, Miss L. Thompson, Staff Surgeon H. Kumagawa, Mr. and Mrs. T. Inouye, Rev. and Mrs. C. H. Evans, Mr. T. Kubota, Mr. and Mrs. T. Mikimoto and 3 children, Miss Urashima, Mrs. A. K. Milne, Mrs. W. H. L. Barnes, Messrs. A. Amigo, C. R. Rice, Capt. M. Sugihara, Mrs. T. Kobayashi, Mr. and Mrs. K. Sudzuki, Messrs. G. Tsuda, T. Suko, and Miss K. Tani.

DEPARTURES.

April 29.

Chowtai, for Bangkok.
Assaye, for Singapore.
Mongolin, for San Francisco.
Glenogle, for Amoy.
Kashing, for Canton.
Kwangtah, for Shanghai.
Borneo, for Jesselton.
Zafiro, for Manila.
Yuensang, for Iloilo.
Tjitaroom, for Sourabaya.
Landrat Scheiff, for Hoihow.
Benmahr, for Nagasaki.
Victoria, for Haiphong.
Empress of India, for Vancouver.

VESSELS IN PORT.

STEAMERS.

America Maru, Jap. s.s., 3,464, A. G. Stevens, 26th April—San Francisco 29th Mar., Canned Goods, Flour and M'disc. T. K. K.

Amigo, Ger. s.s., 822, W. Langelberger, 28th April—Haiphong 27th April, Gen.—J. & Co.

Canada Maru, Jap. s.s., 3,759, K. Hori, 27th April—Nagasaki 23rd April, Gen.—O. S. K.

Changsha, Br. s.s., 1,463, E. Finlayson, 28th April—Sydney 4th April, Gen.—B. & S.

Chun Sang, Br. s.s., 1,418, G. P. Mattock, 18th April.—Port Courbet, 15th April. Coal.—J., M. & Co.

Daijin Maru, Jap. s.s., 899, Y. Yamamoto, 26th April—Swatow 25th April Gen.—O. S. K.

Earl of Elgin, Br. s.s., 2,811, D. Robertson, 26th April—from Durban. Gen.—S. & Co.

Fukura Maru, Jap. s.s., 1,946, F. Ajawa, 26th April—Moji 20th April, Coal.—M. B. G. K.

Haimun, Br. s.s., 641, J. W. Evans, 28th April—Swatow 27th April. Gen.—D. L. & Co.

Helios, Nor. s.s., 860, Aug Kundson, 22nd April—Geraldton, W. A., 6th April, Sandalwood.—A. T. & Co.

Johanne, Ger. s.s., 952, M. Ipland, 28th April—Singapore 18th and Hoihow 27th April, Gen.—J. & Co.

Kagoshima Maru, Jap. s.s., 2,781, Minamigawa, 28th April—Moji 22nd April, Coal.—A. & Co.

Kaifuku Maru, Jap. s.s., 1,908, S. Suda, 27th April—Moji 21st April, Coal.—B. & Co.

Kohsichang, Ger. s.s. 1,292, Rosiefrky, 27th April—Bangkok 20th April, Rice.—B. & S.

Kumchow, Br. s.s., 1,460, J. D. Martin, 23rd April—Saigon 19th April, Rice.—Man Fat & Co.

Lightning, Br. s.s., 2,122, E. P. Smith, 26th April—Calcutta 9th April, Gen.—S. & Co.

Livingstonia, Br. s.s., 2,799, W. B. Webt, 27th April—from Cardiff Coal.—D. & Co.

Marie, Ger. s.s., 1,300, P. E. Christianson, 25th April—Saigon 20th April, Rice and Gen.—J. & Co.

Nanchang, Br. s.s., 1,044, R. Robertson, 21th April—Canton 27th April, Beans and Gen.—B. & S.

Petchaburi, Ger. s.s., 1,373, C. Goswich, 28th April—Bangkok 21st April, Rice, Meal and Teakwood.—B. & S.

Quarta, Ger. s.s., 1,146, Danielsen, 26th April—Canton 25th April, Ballast.—S. W. & Co.

Sexta, Ger. s.s., 992, N. Jensen, 25th April—Bangkok 17th April, Gen.—Chinese.

Shinshu Maru, Jap. s.s., 2,449, T. Okuma, 26th April—Miike 20th April, Coal.—M. B. K.

Shintsu Maru, Jap. s.s., 2,980, K. Nagata, 28th April—Moji 22nd April, Coal.—A. & Co.

Soshu Maru, Jap. s.s., 1,119, R. Sukawi, 26th April—Swatow 27th April Gen.—O. S. K.

Signal, Ger. s.s. 907, T. Iwersen, 22nd April—Haiphong 20th April, Rice and Gen.—J. & Co.

Sui Sang, Br. s.s., 1770, M. Picknell, 25th April—Hongay 22nd April, Coal.—J., M. & Co.

Sungkiang, Br. s.s., 987, Matthias, 27th April.—Haiphong 24th April, Gen.—B. & S.

Tean, Br. s.s., 1,346, A. W. Outerbridge, 28th April—Manila 25th April Gen.—B. & S.

Triumph, Ger. s.s., 719, Jacobsen, 20th April—Hoihow 18th April, Gen.—J. & Co.

Tjimahi, Dutch s.s., 4,218, J. P. Schalke 1st April.—Moji 28th Mar., Coal.—J. C. J. L.

Yatshing, Br. s.s., 1,424, S. J. Payne, 28th April—from Samarang Sugar.—J., M. & Co.

POST OFFICE.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

A Mail will close for :—

Swatow—Per Haimun, 30th April, 9 A.M.

Swatow, Amoy and Tamsui—Per Daijin-maru, 30th April, 9 A.M.

Haiphong—Per Amigo, 30th April, 9 A.M.

Tsingtau, Chefoo and Newchwang—Per Nanchang, 1st May, 11 A.M.

Haiphong—Per Sungkiang, 1st May, 11 A.M.

Amoy—Per Chunsang, 1st May, 11 A.M.

Singapore, Samarang and Soumbaya—Per Suisang, 1st May, 1 P.M.

Macao—Per Sui Tai, 1st May, 1.15 P.M.

Shanghai, Moji Kobe, Yokohama, Victoria and Tacoma—Per Canada-maru, 1st May, 5 P.M.

Swatow, Amoy and Foochow—Per Haiyang, 2nd May, 10 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Empire, 2nd May, 10 A.M.

Haiphong—Per Hanoi, 2nd May, 11 A.M.

Macao—Per Sui Tai, 2nd May, 1.15 P.M.

Manila, Cebu and Iloilo—Per Tean, 2nd May, 3 P.M.

Europe, &c., India via Tuticorin—Per Prinz Ludwig, 3rd May, 11 A.M.

Swatow—Per Haimun, 3rd May, 10 A.M.

Singapore, Penang and Calcutta—Per Lightning, 3rd May, NOON.

Manila, Cebu, Iloilo, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth Dunedin and Fremantle—Per Changsha, 3rd May, 3 P.M.

Shanghai, Moji, Kobe and Yokohama—Per Nile, 3rd May, 5 P.M.

Swatow, Amoy and Foochow—Per Haitan, 5th May, 10 A.M.

Shanghai, Kobe and Moji—Per Kutsang, 5th May, 11 A.M.

Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama, Honolulu and San Francisco—Per America-maru, 5th May, NOON.

Tientsin—Per Kweichow, 5th May, 3 P.M.

Haiphong—Per Singan, 6th May, 11 A.M.

Manila, Cebu and Iloilo—Per Loongsang, 6th May, 1 P.M.

Singapore, Penang and Calcutta—Per Namsang, 8th May, 11 A.M.

Tientsin—Per Cheongshing, 9th May, 10 A.M.

CHINA COAST METEOROLOGICAL REGISTER.

April 28th, a.m.

Station.	Hour.	Barometer.	Temperature	Humidity.	Direction.	Force.	Weather.
Hakodate	6 a	29.81	—	—	—	0	—
Tokio	,,	29.79	—	—	—	0	—
Nagasaki	,,	29.93	—	—	—	0	—
Chefoo	,,	—	—	—	—	—	—
W'haiwei	9 a	30.01	55	44	SW	1	—
Hankow	6 a	—	—	—	—	—	—
K'kiang	,,	—	—	—	—	—	—
Shanghai	9 a	30.04	60	65	E	2	c
Gutzlaff	,,	30.07	58	70	SE	3	cr
Sharp P'k	,,	29.97	66	95	E	1	b
Amoy	6 a	29.94	63	72	E	1	b
Swatow	,,	29.96	62	94	NNE	1	b
Canton	9 a	—	—	—	—	—	—
H'gkong	10 a	29.91	71	80	ENE	3	o
Gap Rock	,,	29.86	—	—	E	5	—
Macao	,,	29.93	71	—	ESE	2	o
C. St. J.	,,	29.90	73	—	SW	3	or
Manila	,,	29.88	82	77	W	1	c
Iloilo	9 a	29.89	84	—	—	0	b
Cebu	,,	29.89	89	—	E	1	b
Labuan	,,	29.90	85	—	—	—	—

	April 28 at 10 a.m.	April 28 at 4 p.m.
Barometer	29.91	29.82
Temperature	71	72
Humidity	80	89
Rainfall	0.01	—

HOTEL VISITORS.

CRAIGIEBURN.

Adams, Mr. and Mrs. F. R. J	Grant-Smith, Mrs. King, Mr. & Mrs.
Caldwell, Mr. and Mrs. G. A.	W. Ritchie, Mr. and Mrs.
Chinchen, S. J.	Sisley, Lieut. and Mrs. G.
Denison, A.	Sutton, Mr. and Mrs. P.
Gaskell, Mr. and Mrs. W. H.	Wilson, G. L.
Grant-Smith, E.	Wood, E. M.
Hancock, Lieut. & Mrs. R. L.	

HONGKONG HOTEL.

Andrew, J. I.	King, E. W.
Beer, Mr. and Mrs. Otear	Kelly, Mr. & Mrs. G. H.
Berigny, Mr. and Mrs. de & child.	Kraft, Mr. & Mrs. W. D.
Best, Capt. A. H.	Klimanek, P. H.
Brown, Mrs. A.	Leavitt, J. M.
Brown, Miss H.	Lloyd, G. T.
Brown, S. M.	Lowe, R. V.
Cake, S. W.	Marriott, Dr. O.
Cattell, A. S.	McIntyre, Col. & Mrs.
Chilvers, P. T.	Mereeki, J.
Clarke, W. E.	Metzsch, Baron & Baroness Von.
Cole, Miss A.	Mitchell, Mrs.
Cole, Mr. & Mrs. D.	Mitchelmore, E. V.
Coadon, H. L.	Moore, Miss
Cook, C. M.	Moulder, Mr. and Mrs. A. B.
Cook, Miss L.	North, W.
Crelcher, Miss	Ogden, J. C.
Dalgleish, Mrs.	Osborn, H. C.
Dalrymple, Lt. and Mrs.	Parsons, Miss
Davidson, N. K.	Phipps, L. E.
Dawson, T.	Potts, P. C.
Dodd, Mr. and Mrs. C. H.	Pray, Miss C. C
Dooley, H. A.	Pritchard, W. T.
Drew, W. C	Pustau, Mr. and Mrs. W.
Eames, E. J. W.	Ray, E. H.
Edgar, W. A.	Raymond, Mr. and Mrs. A.
Ehrenfels, Mr. and Mrs. H. C.	Ritson, C. P.
Esrom, F.	Russell, Miss
Feld, F.	Scurfa, Miss E. M.
Fielding, H. M.	Shiraishi, M.
Fisher, H. G.	Solomon, H. H.
Forrester, J.	Spalding, Dr. and Mrs. A. D.
Fuller, Denman	Spittles, J.
Gmur, C.	Square, Miss A.
Goulbourn, V.	Stainer, Lt. and Mr. C. E.
Grundmann, Mr. and Mrs. W.	Stubel, S. J.
Gibbins, Mr and Mrs. T. S.	Taylor, J. W.
Fadow, P.	Teller, Dr.
Hall, Capt. T. P.	Thompson, M. L.
Hamilton, J. C.	Tomlinson, H.
Hewett, Hon. Mr. and Mrs. E. A.	Watson, Mrs. O.
Hough, Dr. S.	Wood, J. B.
Inlien, E. C.	Wood, L. M.
Innes, R.	Williams, Miss
Jellies, J. W. S.	Yale, Mrs. J. B.
Joseph, R. M.	
Kadoorie, Mr. and Mrs. E. S.	

ASTOR HOUSE.

Alfson, J. L.	Lane, Mr.
Anderson, J. W.	Lofstrom, A.
Atkinson, R. L.	MacDonald, Miss
Barnaud, A.	Mansfield, R. D.
Bascans, Miss J.	Mayer, J. A.
Beal, J. P.	McCabe, Mr. and Mrs.
Bader, Mr. & Mrs.	McHenry, J. H.
Bonnyeastle, Mrs. H. C.	McPherson, Mr. and Mrs.
Bong, J.	Mendigal, Mr. and Mrs.
Brand, L.	Mody, N.
Briggs, Mr. & Mrs. Geo. W.	Morriss, Mrs. K. de
Brown, Col. C. A.	Morrison, C. M.
Brown, J. L.	Morrison, Miss E.
Bndwal, A.	Muller, Mr. and Mrs. H.
Caldwell, Miss E. B.	Murray, A.
Carmichael, W. V.	Norris, D. W.
Carpenter, F. H.	O'Brien, C. W.
Clark, Mr. & Mrs. A. G.	O'Connor, Mrs. E. A.
Campbell, Thos.	Oldham, Mrs. W. F.
Clark, J. S.	Oldham, W. F.
Craig, J.	Palmer, H. G.
Davis, Mrs. A. L.	Pommerae, M. de la
Diemer, O.	Pond, E. H.
Doctor, M. J.	Ramsey, T. C.
Dougherty, Mrs. J. W.	Raymond, Col. & Mrs. H. I.
Drake, A.	Rhoades, Mrs. R. H. & infant
Dupont, V. H. M.	Rondon, L.
Dupuy, M.	Rucker, M.
Eugelke, B.	Salvati, Miss
Falanto	Sandrold, K. K
Gilpin, W.	Sanssine, Mme.
Gourgey, M.	Schuman, Mrs.
Goulette, F. H.	Sizer, P. K.
Grae, S. W.	Smedbery, Mr. & Mrs.
Gurtin, Mrs.	Smith, J.
Heywood, W. A.	Sprinkle, W.
Hill, Mrs. A. F.	Stephens, Mrs. M.
Hok, T. T.	Stevens, E.
Holman, G.	Strain, C. A.
Hoffman, C. M.	Taylor, Mrs. W. O.
Jamias, C.	Turner, J.
Jones, H. O.	Walker, F. W.
Joseph, J.	Walker, T. J.
Joseph, S. L.	Ward, Miss P.
Kahn, D. E.	Ward, Miss L.
Kahn, A.	Williams, W. A.
Kauffman, P.	Wilson, S.
Keeler, M. A.	
Keeler Jr., J. D.	
Kenny, Miss M.	
Kistler, H. K.	
Kolster, C. C.	
Khoo, K. C.	
Keehr, H. E.	

GRAND HOTEL.

Appel, E.	Mahan, C. A.
Bauckham, E. W.	Mahan, F. C.
Bruger, O.	Markham, S. A.
Brull, E.	Mason, Capt. and
Crew, Mr. & Mrs. A. B.	Mrs. H. W. Mencan, M.
Debray, Mde	Myers, J. L.
French, Mr. and Mrs. & child	Offer, K. Ramirez, Mr. and Mrs. J. V.
Heckscher, H. R.	Stewart, Capt. & Mrs. A. H.
Hondyk A. C.	Stonenan, H. F.
Hood, T.	Stringer, E.
James, B.	Taylor, R.
Johnson, Mr. and Mrs. & child	Wallace, F.
Kelly, Mr.	Whitaker, J. H. and family
Kidvard, T. A.	Zrelman, V. C.
Lim, W. B.	
Long, W. D.	

SHARE REPORT.

Corrected to 5 p.m. 29th April 1911

Stocks & Paid up Value.		Cl'ing Q'tions	Last Dividend and Date.	Return based on last year's div.
Banks.				
Hongkong & Shanghai	$125	$900 88' 10/-	2/- at 1/10, $24 54 for half year ended 31·12·10	5 p.c.
National Banks	£1.	$80 b.	16/8s.—$2 for 1909	
Marine Insurances.				
Cantons	$50	$180 nom.	$15 for 1909	30 p.c.
North China	£1.	T162½	Final of 7½ per cent. for 1909	5 p.c.
Unions	$100	$815 b.	Final of $20 making $50 for 1909 and Interim of $30 for 1910	6 p.c.
Yangtsees	50£.	$190 b.	$12 for 1909 and 1 st. of $3 on account of 1910	7½ p.c.
Fire Insurances.				
China Fires	$20	$120	$7 & b's of $2 for 1909	47½ p.c.
Hongkong Fires	$50	$330sa.	$27 for 1909	77½ p.c.
Shipping.				
China & Manilas	$25	$10	$1 p. c. for 1906	
Douglas Steamships	$50	$19	5% for year end'g 30-6-08	
Steamboats	$15	$29 s.	Dividend of $1½ for half year ending 31·12·10	8½ p.c.
Indo-Chinas (Preferred) (Deferred)	£1.	$62½sa.	3p.c.=3s. on preferred shares only for 1910	4 p.c.
"Shell" Transports	£1.	87/9 s. 111. b.	1/- per share (coupon 15) making 2/- account for 1910	6£.
"Star Ferry"	$10 $5	$26 $16	Div. 7 p.c. for year ending 30·4·10 Bon. 5 p.c.	3 p.c. 1½ p.c.
Refineries.				
China Sugars	$100	$105	$10 for 1910	10 p.c.
Luzon Sugars	$100	$20	$3 for 1897	
Mining.				
Chinese Engineerings	£1.	T18	Final div. of 1/6 for the year 1910 making 15% (coupon No. 15)	9 p.c.
Headwaters	P. 10	P.10	First year	
Raubs	£1.	$2.50 s.	1s-2d. per share on 160,000	5 p.c.
Docks, Wharves, & G'ds.				
Fenwicks	$25	$5 b.	$1¼ for year ending 31·12·06	
Kowloon Wharfs	$50	$52 s.	$6% for year end'g 31·12·10	4⅛ p.c.
H.K. & Whampoa Docks	$50	$55	2½ p.c. for half year ended 31·12·10	
Shanghai Docks	T. 100	T.65	Final of Tls. 8½ mkg. Tls. 6 in all for year 30-4-10	8 p.c.
Hongkew Wharfs	T. 100	T.85	Final of Tls. 4 making Tls. 7 for 1910	7 p.c.
Lands, Hotels & B'dings.				
Anglo French Lands	T. 100	T.90 s.	Tls. 6 29·2·10	6¼ p.c.
Central Stores	$15	$11 s.	8 p.c. for 1909	8 p.c.
Hongkong Hotels	$50	$112 b. $70 b.	$3 on old shares, $1.50 on new shares for half year 31·12·10	6 p.c.
Hongkong Lands	$100	$94 s.	$7 per share for 1910	7½ p.c.
Humphreys Estates	$10	$6 b.	45 cents for 1910	7 p.c.
Kowloon Lands	$30	$28 s.	$2 for 1910	7 p.c.
Shanghai Lands	T. 30	T.99	Tls. 6 for 1910	6% p.c.
West Points	$50	$47	Final dividend of $2.20 per share making $4 in all for year 1910	8½ p.c.
Manila Metropole Hotel	P. 10	$11	15 per cent. for 1910	
Cotton Mills.				
Ewos	T. 50	T.95	T. 4 for year ended 31·10·10	12 p.c.
Hongkong Cottons	$10	$5½ s b 0	50 cents 31·7·08	
Miscellaneous.				
China-Borneo	$12	$9 s.	$1 for 1910	11 p.c.
Light & Powers	$10	$1 b.	60 cents for year 28·2·06	
Do. (Spec. shares)	$1			
China Providents	$10	$7½ s.	80 cents for 1910	10½ p.c.
Dairy Farms	$6	$20 b.	$1.20 for year end'g 31·7·10	6% p.c.
Green Islands	$10	$3.50 s.	Interim of 15 cents per share for 1910	15 p.c.
Hongkong Electric	$10	$21½sa.	$1.20 per share and b's of 10 cents for year ending 28·2·1911	6 p.c.
Hongkong Ices	$25	$185	$10 per share for 1910	6¼ p. c.
Hongkong Ropes	$10	$17 sa.	$2 per share for 1910	11 p.c.
Langkats	g. 10	T. 98	Tls. 2 Bonus on new shares Tls. 1½ Interim 1st quarter of 1911	4 p.c.
Morning Post	$25	$25	None	
Peak Tramway	$10	$18	10 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30·4·10	7 p.c.
Do. (new)	$1	$1.10b.		
Philippines	$10	$5 b.	None	
Price H. & Co., Ld.	$10	$12	$1.50 per share for 1910	12 p.c.
Societe des Pulpes et Papierteries du Tonkin (Preferred paid up / Benefit)	$50 / $35	$38 sa. $526 sa.	First year	
Shanghai-Sumatras	T. 20	T105 s.	No dividend this year	3 p.c.
Steam Laundrys	$5	$6¼	50 cts. for year end'g 30·5·10	8 p.c.
United Asbestos Oriental Agency Ld.	$10	$10 s.	15 per cent. per ordinary share for year ended 31·5·1910	
United Asbestos Founders Shares	$10	$300	Do.	
Union Waterboat	$10	$6 b.	5 per cent. for year ending 31·12·1910	5 p.c.
Watkins, Ltd.	$10	$8 s.	1⅛ for 1909	
Weismann, Ltd.	$10	$12 b.	10 cts. for year end'g 31·7·10	8 p.c.
Watson	$10	$6 b.	3 p.c. for 1909	
William Powell	$8	b.	80 cents for year ending June 30th 1906	

Sellers. Buyers.

Telegraph Add., "RIALTO" E. S. KADOORIE & Co.
Telephone No. 148—P. O. Box, No. 111. Share & General Brokers.
"The Telegraph" does not hold itself responsible for any of the above quotations.

Printed and Published by Richard Irving Hope, for the Proprietor, Dr. J. W. Noble, at 47, Des Voeux Road Central, in the City of Victoria, Hongkong.